

ARMY



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THE WARD-BURTON BREECH-LOADING RIFLE.

WE add this gun to the series of breech-loaders which have been illustrated from time to time

recoil block, in one piece; *d*, ejector; *d*², projection for receiving shock of the recoil and steadying the finger; *E*, steady pin, forming a portion of *D*, the recoil block; *e*, turning stud; *F*, breech-pin

guns); *m*, safety notch in the same; *N*, slot in trigger; *O*, trigger; *P*, trigger spring. *M*, finger (corresponding to the sear in side-lock

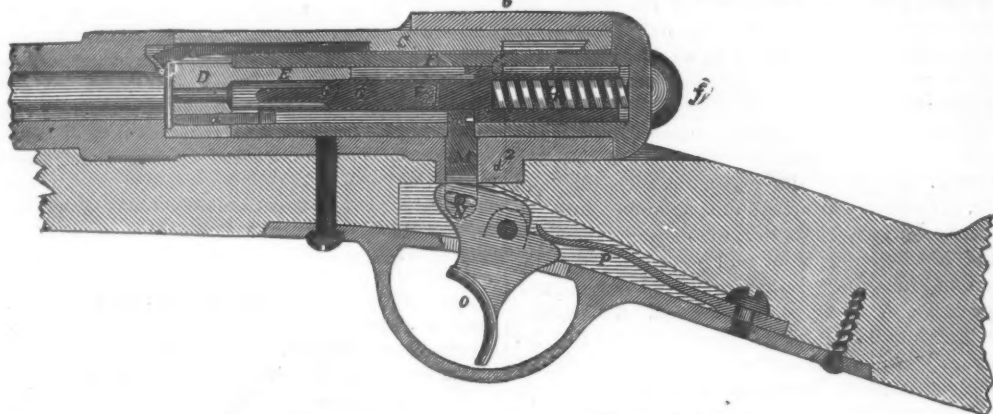


FIG. 1.—SECTIONAL VIEW AT THE MOMENT OF DISCHARGE.

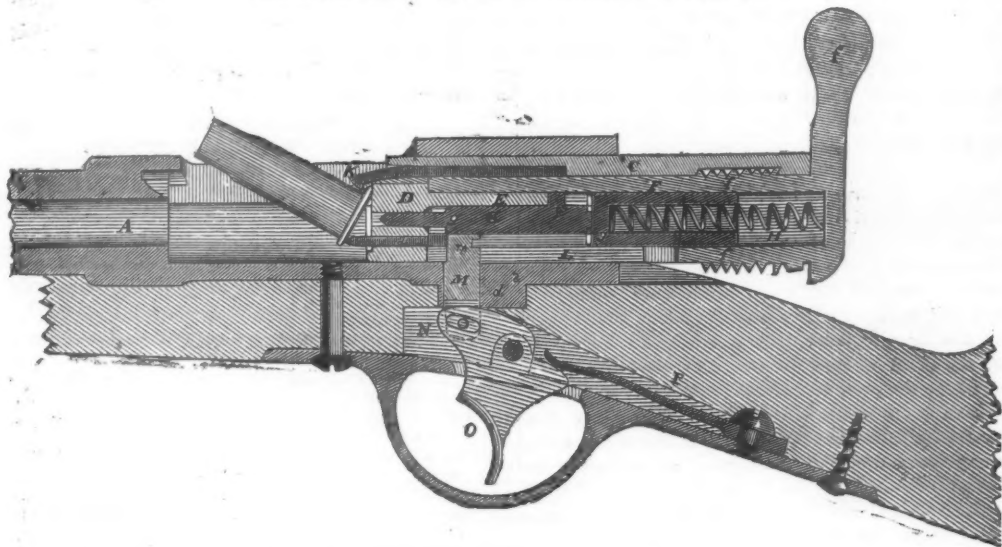


FIG. 2.—SECTIONAL VIEW WHEN OPENED, EJECTING SHELL.



FIG. 3.—OUTSIDE VIEW OF FIGURES 1 AND 2.

in the JOURNAL. It was originally the invention of Mr. BETHEL BURTON, of Brooklyn, New York, but has since been developed and greatly improved by Brigadier-General Wm. G. WARD, the commandant of the First brigade, N. G. S. N. Y.

In figures 1, 2, and 3, *b* represents the enlargement of the cover-slide; *C*, the cover-slide; *D*,

sleeve; *f*, handle of the same in one piece; *f*², stud withdrawing firing pin; *G*, hammer and firing pin in one piece; *g*, inclined shoulder on the same; *g*¹, cocking shoulder; *g*², cam groove in connection with *f*², *e*, and *g*³, withdrawing firing pin from contact with cartridge; *g*⁴, rotating stud; *H*, main spring; *K*, extractor; *L*, slot in breech-pin sleeve;

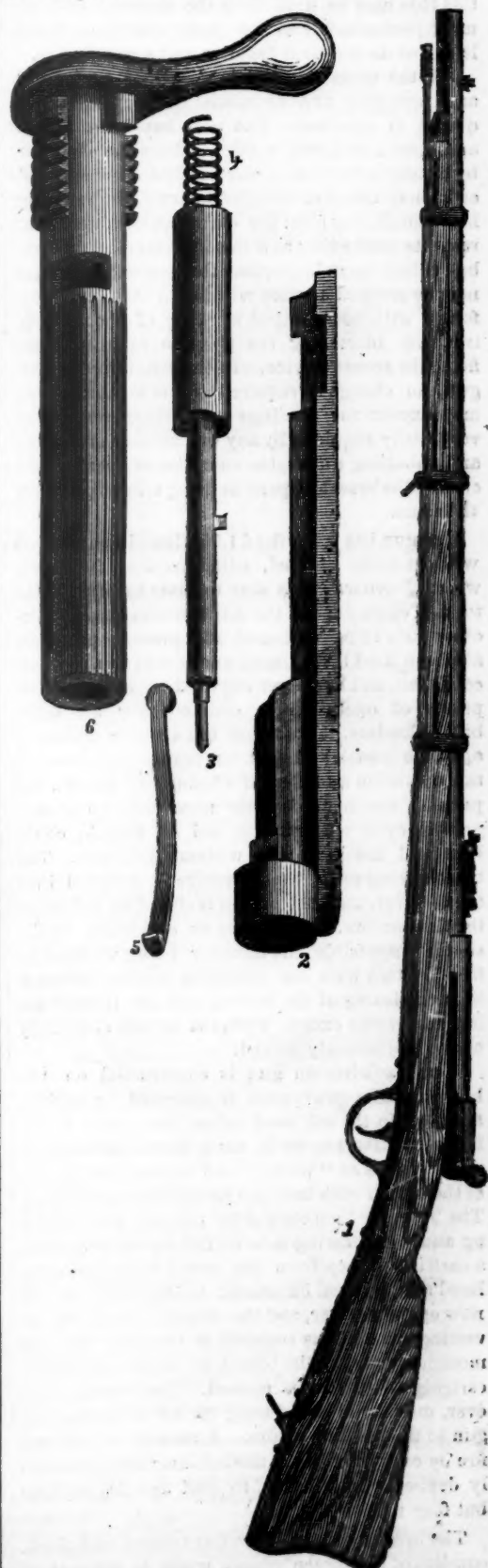


FIG. 4.

In figure 4, 1 represents the musket complete; 2, the recoil block and cover; 3, hammer and firing pin; 4, main spring; 5, extractor; 6, breech-bolt.

This rifle has been satisfactorily tested, before the New York State Board in 1867; Massachusetts State Board in 1868; the Naval Board in 1869; and is now before the Army Board in session at St. Louis, Mo. It has also been tried successfully before several foreign boards for the examination of breech-loaders, and arms of this pattern are now in the hands of troops for comparative trials. The machinery required for the manufacturing of the breech mechanism of these rifles is simple, and cheaper, it is claimed, than any other known; in fact, the parts can be made with ease in any shop having a lathe and shaper.

At the trial before the Navy Board held at Washington last year, after an exposure of one week to the weather, it was loaded and fired without difficulty, all the parts remaining in good working condition, while other breech-loaders before this Board were compelled to be opened by the aid of a mallet, and then only succeeded in exploding cartridges after repeated misfires. It is claimed that in the test with defective cartridges this rifle may be fired from the shoulder with the most perfect safety to the party operating, which is one of its excellent features and a peculiarity.

All the parts exposed to handling are smooth and rounding, and no special care or skill is required in opening. The gun has been loaded and fired nine times a minute from the shoulder, by a soldier who had never handled a breech-loader before, after *five minutes'* instruction, he taking his ammunition from the cartridge-box, and in all respects proceeding as if in actual service. It will be evident, upon inspection, that several cartridges may be grasped at once without in the least interfering with the practical working of the mechanism, thus increasing the possible rapidity of the firing in actual service. In the handling of this gun, no change is required in the manual, if we may except the loadings and firings, which are very easily acquired by any one capable of bolting and unbolting a door, the operation of opening and closing the breech apparatus being almost precisely the same.

One gun has been fired 1,000 times in succession without being cleaned, still remaining in perfect working order. This may to some extent be due to the character of the ammunition used. Another gun, in possession of the present patentee, has been fired 3,000 times, and is still in a perfect condition, and has never required repairing. Simplicity of operation is claimed over all other breech-loaders, it requiring but a single motion to open the breech and eject the empty shell; and in this operation and that of closing the breech, the palm of the hand is only necessary; so that a person, even without the aid of fingers, could load and fire this rifle without difficulty. The breech being open, the cartridge is dropped into the receiver, and the breech is closed by reversing the first motion. Premature or accidental explosion is impossible, the hammer being withdrawn from contact with the cartridge during the opening and closing of the breech, and the trigger being immovable except when the breech is entirely closed and securely locked.

The Ward-Burton gun is constructed on the bolt or needle-gun system, is operated by holding the piece in the left hand below the lower band, in the position known in the manual for muzzle-loading arms as "prime," and seizing the handle of the breech with the right hand, nails uppermost. The breech is then opened by turning the handle up and withdrawing it to its full extent of motion, a cartridge taken from the pouch with the right hand and dropped bullet-end to the front in the now open receiver, and the breech closed by reversing the motions required to open it. By the motion of opening the breech to reload, the empty cartridge shell will be ejected. The breech, however, may be closed during the act of raising the gun to the position of aim. A manual to load and fire by command in six motions may thus be readily devised. Practically, to load and fire requires but four motions.

The breech system, including trigger and pivot, consists of but fifteen pieces, while in the lock of an ordinary side-hammer muzzle-loader there are seventeen pieces. The pieces in this gun are: 1st, receiver; 2d, recoil block and cover; 3d,

breech-pin sleeve and handle (one piece); 4th, extractor; 5th, ejector; 6th, hammer and firing-pin (one piece); 7th, main spring; 8th, finger or sear; 9th, finger pivot (a mere bit of wire); 10th, trigger; 11th, trigger spring; 12th, trigger pivot (another small wire); 13th, securing bolt; 14th, securing bolt spring; 15th, screw. With some addition to the cost of the gun this might be reduced to eleven pieces. This rifle has been fired twenty-five times per minute, and seventeen shots have been placed in the same time in a target 12 by 12 inches in size at a distance of fifty yards. It has been submitted to the severest tests of rusting, has been filled with sand and dirt, and thoroughly tried with defective cartridges, without in the least affecting its perfect working.

The several parts of the breech-loading apparatus can be coupled together without the use of pins or screws, and in such a manner that it can be minutely inspected and replaced in a few seconds, as follows: To take out the breech, draw the trigger with the left hand and hold it, while with the right the breech is turned and withdrawn. To inspect the parts, hold the breech in the left hand, the cover next to the body, turn the handle with the right, and draw the sleeve off; all the pieces will now be visible and accessible, and may be taken out and replaced without difficulty.

To replace the parts, hold the recoil block and cover in the left hand, the block to the left, the cover down; put in the extractor, then the hammer, then the main spring in the hammer; turn the cover toward the body, take the sleeve in the right hand, handle to the right and perpendicular; slip it on and turn the handle toward the body. The breech is now ready to be replaced. To replace the breech, hold the trigger with the left hand, insert the breech about half-way, release the trigger, and draw back the breech until the trigger snaps into its place; close the breech as in loading.

To carry the gun, either loaded or not, release the bolt on the side of the breech-receiver with the right thumb, and turn the hand slightly up, until the bolt engages in the handle, when the piece may be exposed to any amount of rough handling without the slightest danger of accidental explosion, or of the breech coming open.

As the *Oneida* disaster has awakened the usual comments and animadversions incident to such cases, it may be proper to relate, on the authority and with the assent of Commodore H. Walke, U. S. N., an occurrence in the cruise of the *Sacramento* while under his command, which, but for the timely precaution taken, would have been similar, and this to point a moral. In February, 1865, the U. S. steamer *Sacramento*, second rate, while running up the coast of Portugal, discovered at night a steamer's light ahead, approaching. The helm was immediately ported in obedience to the law of the road, the engines slowed, and (perceiving no alteration in the compass bearings of the stranger) stopped, and finally backed with all steam. In this case either the stranger did not see the *Sacramento's* lights, or was bent at all hazard on crossing her bow. Not a moment too soon were the orders governing the *Sacramento's* motions issued, for scarcely had the desired sternway been obtained before a small iron steamer shot across her bows, so close that the lookouts were driven from the fore-castle, and although very dark the stranger could be distinctly seen within a few feet passing under the star-board bow. The Commodore holds the opinion that safety will always be found in compliance with the naval regulation (vide page 645 of the Blue Book) which directs the course he pursued. Any other course than that followed would have inevitably resulted in collision, and added another to the list of disasters in which the *Oneida* figures.

WILLIAM MAHONE, major-general in the Confederate service, prepared a detailed report of his operations from May 4, 1864, to December 31 of that year. This report, extremely valuable for its topographical records, etc., was captured in his trunk at Sailor's Creek on or about 6th April, 1865. That it was not destroyed is certain, because Major General Miles, U. S. V. (by whose troops General Mahone's headquarters wagon was taken), sent back to General Mahone the miniature of his wife, and General Mahone's commission was afterwards returned to him from Washington. If this report is in existence, the possessor, or any one cognizant of its owner or whereabouts, will confer a favor by communicating any information concerning it to William Mahone, Esq., president of the Norfolk and Petersburg, South Side, and Virginia and Tennessee Railroads, Norfolk, Virginia, or to General De Poynter, 59 East Twenty-first street, New York city.

THE ARMY.

A LETTER from Fort Dodge, Kansas, dated February 22, informs us that "eight companies of the Third Infantry are to be ready for an expedition by the 1st of April; destination not known."

BREVET Major Theodore J. Eckerson, captain and assistant quartermaster U. S. Army, depot quartermaster at Jefferson, Texas, was, on the 7th inst., ordered to repair to Nacogdoches, Texas, and sell at auction all public property that cannot be moved from that point. The subsistence and medical supplies not required en route with Company A, Sixth Cavalry (ordered from Nacogdoches to Fort Richardson, Texas), to be transported to Jefferson, Texas, the post of Nacogdoches being ordered broken up.

THE Secretary of War has transmitted to the House of Representatives a report from the Paymaster-General, stating it is the province of the Quartermaster-General to purchase supplies of clothing for the enlisted men of the Army. To each is apportioned a given allowance for each year of his term of enlistment; when he draws only part, the remainder is borne to his credit and paid to him at cost value in money, as the final settlement on discharge. During the past few years circumstances have combined to increase three or four fold the amount of this commutation. The demand for the first large portion of men being on the frontier engaged in rough work, the most costly portion of the clothing allowance remains undrawn and becomes payable in money. Second, the very large accumulation of clothing at the close of the war has, by authority, been sold at public sale to prevent damage and ruin. Purchasers bought at mere nominal prices—perhaps one fourth—and distributed the purchased clothing throughout the land into the hands of traders and others so as to find ready customers among enlisted men. The amount of clothing sold within three years past exceeds the amount of four and a half millions of dollars. During the past year \$1,598,000 was paid to 70,246 discharged soldiers; during this year the number of discharged will be 18,441, involving, at the same average, \$1,709,000. The Secretary of War recommends a transfer from any surplus of past appropriations of funds to pay these extraordinary commutation demands.

ABSTRACT OF SPECIAL ORDERS

Issued from the Adjutant-General's Office for the week ending March 23, 1870.

Tuesday, March 22.

By direction of the Secretary of War, Brevet Lieutenant-Colonel Edward S. Meyer, captain, unattached, will report in person without delay to the commanding officer Newport Barracks, Ky., for duty in conducting recruits to regiments.

So much of Special Orders No. 24, paragraph 9, from this office, dated January 29, 1870, as directs that the name of First Lieutenant William T. Dodge, Twenty-first U. S. Infantry, be, at his own request, dropped from the rolls of his regiment, and that he proceed to his home and await orders, is hereby revoked.

By direction of the President, so much of Special Orders No. 25, paragraph 9, from this office, dated January 31, 1870, as relieves from his present duties First Lieutenant Edwin T. Bridges, U. S. Army, unassigned, and transfers him to the Twenty-first U. S. Infantry, with orders to report to the commanding officer of his regiment, is hereby revoked.

By direction of the President, Second Lieutenant William S. Mackay, U. S. Army, unassigned, is hereby transferred to the Third U. S. Infantry, and will report to the commanding officer of his regiment at Fort Dodge, Kansas, for assignment to a company.

By direction of the President, Captain John Rziha (brevet major), U. S. Army, unassigned, is hereby transferred to the Fourth U. S. Infantry, and will report without delay to the commanding officer of his regiment at Fort Laramie, W. T., for assignment to duty.

The resignation of First Lieutenant Peter V. Haskin, Fifth U. S. Cavalry, has been accepted by the President, to take effect March 19, 1870, on condition that he receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

Wednesday, March 23.

So much of paragraph 4, Special Orders No. 47, February 26, 1870, from this office, as directs First Lieutenant William C. Rawolle, Second U. S. Cavalry, upon the expiration of his present leave of absence, to report in person to the commanding officer Fort Leavenworth, Kansas, for duty, is hereby so amended as to direct him to report in person to the commanding officer Carlisle Barracks, Pa., to accompany a detachment of recruits to his regiment.

By direction of the Secretary of War, Private James H. Watson, mounted service U. S. Army, now supposed to be at Carlisle Barracks, Pa., will be discharged the service of the United States, upon condition that he furnishes an acceptable able-bodied man for enlistment in the mounted service U. S. Army, to fill the vacancy caused by his discharge.

Thursday, March 24.

Second Lieutenant J. A. Augur, Fifth U. S. Cavalry,

is hereby assigned to temporary duty with Company K of that regiment, and will report accordingly.

Upon the recommendation of the Quartermaster-General, Captain C. H. Hoyt, assistant quartermaster, will immediately repair to this city and receive temporarily from Captain Daniel G. Thomas, military storekeeper, Quartermaster's Department, the public property now in his charge, to enable him to comply with existing orders.

By direction of the President, a board of officers will assemble at Austin, Texas, on such day as the general commanding Fifth Military District may appoint, for the examination of Brevet Major James Calhoun, first lieutenant Fourth U. S. Cavalry, for retirement, in accordance with section 17 of the act of Congress approved August 3, 1861. Detail for the board: Brevet Brigadier-General L. P. Graham, colonel Fourth U. S. Cavalry; Brevet Major-General C. Grover, lieutenant-colonel, unattached; Major E. D. Judd, paymaster; Surgeon Dallas Bache; Assistant Surgeon J. V. D. Middleton, brevet major. Major De Witt Clinton, judge-advocate, recorder. Upon the completion of the examination of Brevet Major Calhoun, the commanding general Fifth Military District will dissolve the board and order the officers composing the same to rejoin their proper stations.

By direction of the Secretary of War, Brevet Major James Calhoun, first lieutenant Fourth U. S. Cavalry, will report for examination to Brevet Brigadier-General Graham, president of the retiring board convened at Austin, Texas, by orders of this date from this office.

As soon as the recruits ordered by paragraph 3, Special Orders No. 45, February 24, 1870, from this office, to be sent to the Second U. S. Infantry, in the Department of the South, have been forwarded, the superintendent General Recruiting Service, New York city, will prepare detachments of convenient size of recruits that are or may from time to time become disposable at Fort Columbus, New York harbor, and forward them successively, under proper charge, to the points hereafter mentioned, for assignment as follows: One hundred to Charleston, South Carolina, where they will be reported, upon arrival, to the commanding general Department of the South, for assignment to the Eighth U. S. Infantry; one hundred to Galveston, Texas, where they will be reported, upon arrival, to the commanding general Fifth Military District, for assignment to the Tenth U. S. Infantry.

In view of the fact that Thomas Riordan, late ordnance sergeant U. S. Army, remained at Fort Clark, Texas, at the time of its evacuation by the United States troops in 1861, and continued in charge of the same until its reoccupation in 1866, thus saving the Government property thereat, the Secretary of War directs that his heirs be paid the amount of his pay as ordnance sergeant from the date of his last payment to March 21, 1867, the date of his death.

The resignations of the following-named officers have been accepted by the President, to take effect from the dates set opposite their respective names, on condition that they receive no final payments until they shall have satisfied the Pay Department that they are not indebted to the United States: Captain Wm. T. Frohock (brevet lieutenant-colonel), Ninth U. S. Cavalry, May 31, 1870; First Lieutenant Horatio B. Reed (brevet lieutenant-colonel), Fifth U. S. Artillery, May 8, 1870; First Lieutenant Edward Law, Seventh U. S. Cavalry, March 22, 1870.

Friday, March 25.

Leave of absence for six months, to date from May 1, 1870, is hereby granted Brevet Captain H. Stockton, first lieutenant Ordnance Department, aide-de camp to the commanding general Department of the East.

By direction of the President, and in accordance with section 26 of the act of Congress approved July 28, 1866, Captain Thomas J. Lloyd, unattached, is hereby detailed as professor of military science and tactics at the Pennsylvania Military Academy, Chester, Delaware county, Pennsylvania.

Permission to delay joining his company for thirty days, upon being relieved from duty at the Artillery School, Fort Monroe, Virginia, is hereby granted Brevet Captain J. B. Eaton, second lieutenant Third U. S. Artillery.

By direction of the Secretary of War, Brevet First Lieutenant Thomas W. Lord, second lieutenant Twentieth U. S. Infantry, is hereby relieved from duty as acting commissary of subsistence for Indians at Yankton Agency, Dakota Territory, and will proceed without delay to join his regiment in the Department of Dakota.

Saturday, March 26.

Sergeant William Browner, Company A, Eighth U. S. Infantry, now serving with his command, will report in person without delay to Brevet Colonel Lewis Merrill, major Seventh U. S. Cavalry, judge-advocate of a general court-martial, at Fort Leavenworth, Kansas, for the purpose of identifying a man now in confinement at that post as John Gay, a deserter from Company A, Eighth U. S. Infantry. As soon as the judge-advocate of the court shall have taken his testimony, or such statements as may be required, the soldier will without delay return to duty with his command.

By direction of the Secretary of War, the Quartermaster's Department will furnish the following-named men with transportation from Dayton, Ohio, to this city, to enable them to enter the Soldiers' Home, the cost of which will be refunded to the Quartermaster's Department by the Surgeon-General U. S. Army, from the fund appropriated for the benefit of discharged soldiers by the act of Congress approved July 5, 1862: Ferdinand Buckholz, formerly private of Company D, Forty-second U. S. Infantry; John Peters, formerly private of Company G, Fourth U. S. Artillery; Patrick Cullen, formerly private of Company G, Eleventh U. S. Infantry.

By direction of the Secretary of War, First Lieutenant J. L. Spalding, unattached, is hereby relieved from duty as Indian agent, and will repair to his home and await orders.

By direction of the Secretary of War, Captain S. G.

Whipple, unattached, is hereby relieved from his present duties and detailed to execute the duties of Indian agent, under and by authority of the act of Congress organizing the Indian Department, approved June 30, 1834. He will report by letter without delay to Hon. E. S. Parker, Commissioner of Indian Affairs, Washington, D. C., for assignment to duty, and for instructions.

Monday, March 28.

By direction of the President, so much of Special Orders No. 68, March 24, 1870, from this office, as directed a board of officers to assemble at Austin, Tex., on such day as the commanding general Fifth Military District may appoint, for the examination of Brevet Major James Calhoun, first lieutenant Fourth U. S. Cavalry (since deceased), for retirement, in accordance with section 17 of the act of Congress approved August 3, 1861, and also directing Brevet Major Calhoun to report to the president of the board for examination, is hereby revoked.

By direction of the Secretary of War, so much of Special Orders No. 7, January 10, 1870, from this office, as directs that "the pay proper of Brevet Colonel C. C. Gilbert, lieutenant-colonel Seventh U. S. Infantry, be stopped until the sum of \$2,867 44, improperly expended through his interference in transporting troops under his command from Cedar Keys, Fla., to Mobile, Ala., in 1869, shall have been made up to the United States," is hereby revoked.

Second Lieutenant W. S. Mackay, Third U. S. Infantry, is hereby authorized to draw two months' pay in advance under Special Orders No. 66, March 23, 1870, from this office, directing him to report to the commanding officer of his regiment in the Department of the Missouri.

The leave of absence granted First Lieutenant L. H. Rucker, Ninth U. S. Cavalry, in Special Orders No. 36, February 16, 1870, from headquarters Fifth Military District, is hereby extended sixty days.

By direction of the President, the unexecuted portion of the sentence of a General Court-martial, promulgated in General Court-martial Orders No. 89, of April 29, 1868, from headquarters Department of the Missouri, directing that John Bourke, private of Company C, Thirty-seventh U. S. Infantry, "forfeit all pay and allowances that are or may become due him; to be dishonorably discharged the service of the United States; to have his head shaved and drummed out of camp, and to be confined in the penitentiary at Jefferson City, Mo., for the period of five years," is hereby remitted, and he will be released from confinement upon the receipt of this order at the place where he may be confined.

One year of the term of confinement of Private C. J. Golly, Company K, Seventeenth U. S. Infantry, who was dishonorably discharged the service of the United States May 19, 1869, and is now in confinement at Ship Island, Miss., undergoing sentence of a General Court-martial, is hereby remitted.

The resignation of Second Lieutenant David H. McComas, U. S. Army, unassigned, has been accepted by the President, to take effect September 30, 1870, on condition that he receive no further payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

The following named officers will, at their own request, be dropped from the rolls of their regiments, and repair to their homes and await orders: First Lieutenant Edward Simonton (brevet captain), Fourth U. S. Infantry; Second Lieutenant Warren R. Dunton (brevet first lieutenant), Second U. S. Infantry.

On the recommendation of the regimental commander, Second Lieutenant William H. Hamner, Twentieth U. S. Infantry, is hereby transferred from Company A to Company G of that regiment, and will join his proper station without delay.

Paragraph 5, Special Orders No. 37, February 14, 1870, from this office, appointing Private Thomas Osborne, Company B, Twelfth U. S. Infantry, hospital steward, U. S. Army, and ordering him to report to the commanding general Department of California for assignment to duty, is hereby revoked.

In the Port Huron (Mich.) Press, of March 23, we find the following: A grand military ball was given by Company H, First U. S. Infantry, at the Gratiot House, Fort Gratiot, Michigan, March 16, which was a most brilliant affair; in fact nothing like it has taken place in this vicinity for a number of years. The hall was beautifully decorated, and the men presented a very neat and soldier-like appearance, and are considered one of the best companies in the service, being chiefly composed of old soldiers. Judging from the number of our most respectable citizens who attended, they must bear a very good reputation among our inhabitants. The hall was crowded to excess, with a very select company of ladies and gentlemen. The boys in blue will never forget the kindness shown them on this occasion. The dancing was excellent, and the supper superb. The only trouble experienced was a want of room. Too much praise cannot be given to First Sergeant Higgins and his assistants, for the able manner in which they conducted the details of the party.

CHANGES OF STATIONS.

The following is a list of the changes of stations of troops reported at the War Department since last report:

Company E, Eighth Infantry, from Tallahassee, Fla., to Brunswick, Ga., March 15. Ordered.
Company C, Twelfth Infantry, from Camp Bidwell, Cal., to Fort Hall, Idaho Ter., March 15. Ordered.
Companies B and C, Seventeenth Infantry, from Richmond, Va., to Raleigh, N. C., March 17.
Company A, Sixth Cavalry, Nacogdoches, Tex., to Fort Richardson, Tex., March 7. Ordered.
Company H, Sixth Cavalry, from Jefferson, Texas, to Fort Richardson, Tex., March 7. Ordered.
Companies K and L, Sixth Infantry, from Greenville, Tex., to Fort Richardson, Tex., March 7. Ordered.
Companies A, C, G, I, and M, Third Cavalry, will leave Fort Wingate, N. M., for Fort Whipple, Arizona Ter., April 1.
No change in stations of companies or headquarters of artillery reported since March 22.

ARMY PERSONAL.

ASSISTANT Surgeon Ezra Woodruff, U. S. A., has been assigned to duty temporarily at Fort Abercrombie, D. T.

BREVET Colonel John Campbell, surgeon U. S. Army, has had his leave extended ten days, by orders from Department of the East.

ACTING Assistant Surgeon John Ridgely, U. S. Army, has been ordered to Calvert, Texas, to report to the commanding officer of that post for duty as post surgeon.

SPECIAL Orders relieving Acting Assistant Surgeon J. Frazer Boughter, U. S. A., from duty at Fort Totten, D. T., and directing him to proceed to Fort Abercrombie, D. T., and report for temporary duty, have been revoked.

FIRST Lieutenant G. H. Radetzki, U. S. Army, was, March 16, ordered to take charge of a detachment of recruits at Jackson Barracks, La., and proceed with them to Galveston, Texas, and then to rejoin his proper station.

LEAVE of absence for thirty days, on surgeon's certificate of disability, with permission to go beyond the limits of the Department of the Missouri, was, March 23, granted Brevet Major J. J. Upham, captain Sixth U. S. Infantry.

BREVET Major William T. Howell, captain and assistant quartermaster U. S. Army, was, March 26, ordered to proceed to Fort Trumbull, Conn., on business connected with his department. On completion of this duty to return to his proper station (New York city).

BREVET Lieutenant-Colonel Henry C. Hodges, major and quartermaster U. S. Army, was, March 26, ordered to proceed to Fort Delaware, Del., on business connected with his department. On completion of this duty to return to his proper station (Philadelphia, Pa.).

MAJOR William P. Gould, paymaster U. S. Army, was, on the 11th of March, ordered to proceed to San Antonio, Texas, as a witness in the case of Major Isaac S. Stewart, paymaster U. S. Army, and to return to his proper station at Galveston, Texas, upon the completion of that duty.

LEAVE of absence for ten days was, March 26, granted Brevet Lieutenant-Colonel Alfred A. Woodhull, assistant surgeon U. S. Army, Department of the Missouri. Assistant Surgeon Leonard Y. Loring, U. S. Army, was ordered from Fort Riley to Fort Larned, Kansas, to temporarily relieve Surgeon Woodhull.

LEAVE of absence for thirty days, to go beyond the limits of the Department of Dakota, with permission to apply to headquarters Military Division of the Missouri for an extension of thirty days, has been granted to First Lieutenant Wm. J. Driggs, Twentieth Infantry; the leave to take effect on the adjournment of the general court-martial of which he is a member.

TRANSCRIPT from Officers' Register at headquarters Department of Louisiana, for the week ending March 19: Paymaster J. W. Smith, U. S. A.; Second Lieutenant H. F. Winchester, Sixth Cavalry; Brevet Major Daniel Hart, first lieutenant Twenty-fifth Infantry; Brevet Major Samuel F. Whiteside, captain Sixth Cavalry; Major J. W. Todd, Ordnance Department.

PRIVATE advices from New Mexico have been received to the effect that Lieutenant Yeaton of the Third Cavalry, who was wounded in Lieutenant Cushing's late Indian scout, is in a fair way of recovery. He was shot through the left wrist, the ball passing into the right side just below the ribs, and was forced to go eleven days before surgical attendance could be procured.

In obedience to subpoenas from the United States Circuit Court, District of Kansas, the following-named officers were, March 26, ordered to repair to Topeka, Kansas, in time to appear as witnesses before said court on the 23d day of May, 1870: Brevet Major-General W. B. Hazen, colonel Sixth U. S. Infantry; Brevet Major John H. Page, captain Third U. S. Infantry; First Lieutenant Henry J. Nowlan, Seventh U. S. Cavalry; Brevet Captain William Mitchell, first lieutenant Third U. S. Infantry; Second Lieutenant William N. Williams, Third U. S. Infantry. Upon completion of these duties they will return without delay to their respective stations.

THE following are the casualties among the commissioned officers of the U. S. Army reported to the Adjutant-General's office during the week ending Saturday, March 19, 1870: Brevet Major-General Daniel Butterfield, colonel (unattached), resigned March 14, 1870; Brevet Lieutenant-Colonel R. P. McKibbin, captain Fourth Infantry, resigned March 15, 1870; Brevet Major John Power, captain (unattached), resigned September 12, 1869; Brevet Major-General James W. Ripley, brigadier-general (retired), died March 15, 1870, at Hartford, Conn.; Brevet Brigadier-General Morris S. Miller, lieutenant-colonel and deputy quartermaster-general, died March 11, 1870, at New Orleans, La.

SURGEON E. H. Abadie, brevet colonel U. S. Army, is announced as the medical director of the Department of the Lakes, having relieved Surgeon W. S. King, brevet colonel U. S. Army, who proceeds to comply with the requirements of Special Orders from Washington. Brevet Major-General Pope, commanding the department, says "he would be doing injustice to his own feelings were he to fall in giving expression to his regrets in parting with Colonel King, with whom his personal intercourse has always been of the most agreeable character, and deems it his duty not to omit this opportunity to recognize the capable, judicious, and faithful manner in which Colonel King has performed the duties of medical director of this department."

THE LATE MAJOR-GENERAL THOMAS.

HEADQUARTERS OF THE ARMY,
ADJUTANT-GENERAL'S OFFICE, WASHINGTON,
March 29, 1870.

It has become the painful duty of the General to announce to the Army the death of one of our most exalted generals—George H. Thomas—who expired last evening, at half-past seven, in San Francisco, Cal. There is no need to turn to the archives to search for his history, for it is recorded in almost every page during the past ten years; but his classmate and comrade owes him a personal tribute, in which he knows every member of the Army shares. General Thomas entered the Military Academy in the class of 1836, graduated in 1840, and was commissioned as a second lieutenant in the Third Artillery, and sent to Florida. He served with his regiment continuously until December 24, 1853, when he became a captain, having been particularly distinguished at Monterey and Buena Vista, Mexico. On the 12th of May, 1855, he was appointed to the Second Cavalry as major, and served with that regiment continuously until he became its colonel on the 3d of May, 1861. The great civil war found him at his post, true and firm, amid the terrible pressure he encountered by reason of his birthplace, Virginia; and President Lincoln commissioned him as a brigadier-general of volunteers and sent him to Kentucky. There, too, his services were constant and eminent in the highest degree. He won the first battle in the West—at Mill Spring, Ky.—and from first to last, without a day's or an hour's intermission, he was at his post of duty, rising steadily and irresistibly through all the grades to the one he held as major-general of the Regular Army at the time of his death. At Shiloh, Corinth, Perryville, Stone River, Chickamauga, Chattanooga, Atlanta, and Nashville he fulfilled the proudest hopes of his ardent friends, and at the close of the war General George H. Thomas stood in the very front rank of our war generals.

The General has known General Thomas intimately since they sat as boys on the same bench, and the quality in him, which he holds up for the admiration and example of the young, is his complete and entire devotion to duty. Though sent to Florida, to Mexico, to Texas and Arizona, when duty there was absolute banishment, he went cheerfully and never asked a personal favor, exemption, or leave of absence. In battle he never wavered. Firm and of full faith in his cause, he knew it would prevail; and he never sought advancement of rank or honor at the expense of any one. Whatever he earned of these were his own, and no one disputed his fame. The very impersonation of honesty, integrity, and honor, he will stand to us as the *beau ideal* of the soldier and gentleman.

Though he leaves no child to bear his name, the old Army of the Cumberland—numbered by tens of thousands—called him father, and will weep for him in tears of manly grief. His wife, who cheered him with her messages of love in the darkest hours of war, will mourn him now in sadness, chastened by the sympathy of a whole country.

The last rites due him as a man and soldier will be paid at Troy, N. Y., on the arrival of his remains, and the friends of his family, and all of his comrades who can be present, are invited there to share in the obsequies.

At all military posts and stations the flags will be placed at half mast and fifteen guns fired on the day after the receipt of this order, and the usual badges of mourning will be worn for thirty days.

By command of General Sherman.

E. D. TOWNSEND, Adjutant-General.

THE PIEGAN FIGHT.

GENERAL SHERMAN TO GENERAL SHERIDAN.

HEADQUARTERS ARMY UNITED STATES,
WASHINGTON, March 24, 1870.

General P. H. Sheridan, commanding Military Division of the Missouri, Chicago, Ill.

GENERAL: Your letter of March 18 is received. I have shown it to the Secretary of War. It is, of course, to be supposed that some of our people prefer to believe the story of the Piegan massacre, as trumped up by interested parties at Benton, more than 100 miles off, rather than the official report of Colonel Baker, who was on the spot, and is the responsible party. I prefer to believe that the majority of the killed at Mountain Chief's camp were warriors; that the firing ceased the moment resistance was at an end; that quarter was given to all who asked for it, and that 100 women and children were allowed to go free to join the other bands of the same tribe known to be camped near by, rather than the absurd report that there were only 13 warriors killed, and that all the remainder were women and children, more or less afflicted with small-pox. The Indians on the reservations are exclusively under the protection of the Indian Bureau, but the bureau officers had officially notified the Department of their inability to restrain these very Piegan Indians, and had called on you to punish them for their repeated and unceasing robberies and murders. You had, as early as last October, laid down the plan for a winter surprise and attack; which plan was immediately sent to the Indian Bureau, eliciting no remonstrances, so that there is no question at all of responsibility, save and except only as to whether Col. Baker wantonly and cruelly killed women and children unresisting, and this I never believed. The Army cannot resist the tide of emigration that is flowing toward those Indian lands, nor is it our province to determine the question of boundaries when called on. We must, to the extent of our power, protect the settlers, and on proper demand we have also to protect the Indian lands against the intrusion of the settlers. Thus we are placed between two fires, a most unpleasant dilemma from which we cannot escape, and we must sustain the officers on the spot who fulfil their orders. I repeat, therefore, that you must do the best you can in each instance, and trust to the sound judgment of the country after all the truth is revealed. I am truly yours,

W. T. SHERMAN, General.

THE CASUALTIES.

FORT ELLIS, Montana, March 23, 1870.

General P. H. Sheridan, commanding Military Division, Chicago.

In answer to your telegram received on the 22d inst., I report that after having made every effort to get the judgment of the officers of the command I was satisfied that the following numbers approximate as nearly to the exact truth as possible: The number killed at the Piegan village was 173, of whom 120 were able-bodied men and 53 women and children. One hundred and forty women and children were afterwards captured and released. I believe that every effort was made by the officers and men to save the non-combatants, and that such women and children as were killed were accidentally killed. The report published in the Eastern papers is wholly and maliciously false. It seems incredible that the false assertions of two persons, neither of whom has made any efforts to inform himself in the matter, should outweigh the reports of those engaged in the fight, and who feel that they have nothing to palliate or conceal in their conduct. All that the officers demand of the authorities is a full and complete investigation of the campaign, and less than this cannot be conceded them.

C. L. BAKER,

Brevet Colonel U. S. Army, Major Second Cavalry.

CONGRESS has received a memorial from the principal chief and delegates of the Cherokee Indians, protesting against the passage of the bill to provide for carrying into effect the provisions of a treaty concluded between the United States and the Cherokee nation of Indians, July 19, 1866. "Railroad combinations, land speculators, and those who hang upon the frontiers to seize whatever they can," aid, they assert, in stimulating hostility to the Indians for the purpose of securing the extinguishment of their land titles. They deny that they are opposed to progress, or are unwilling to allow railroads to pass through their country, but they ask the privilege of building the connecting links through the Indian country themselves. They quote various distinguished men in support of their claim to be considered, and among them President Lincoln, of whom they tell this anecdote: Some railroad gentlemen waited on Mr. Lincoln with their attorney to induce him to co-operate with them to secure the building of a railroad through the Indian lands, and also to secure a part of them. Mr. Lincoln listened politely for an hour to the argument, and at its conclusion said, "Are you done?" The answer was affirmative. He then, with a good deal of feeling—more, indeed, than he was in the habit of displaying—replied: "I have lived on the frontier and among the Indians. I know them well, and I know that whenever a white man proposes to deal with them, however plausible his scheme, and however artfully it may be devised, it means that Indians are to be swindled in the end, and it don't mean anything else. This has been the principal cause of our Indian wars. They own their lands as much as we do ours, and they have been solemnly guaranteed by the Government their peaceful enjoyment; and I want to say to you that as long as I am President and their trustee you shall never disturb them. If you want to build a railroad, build it somewhere else, for you shall never have a foot of land belonging to the Indians with my consent." The argument of this memorial from the Cherokees is supported by citations from existing treaties, and is accompanied by petitions of members of various tribes against a proposed territorial government over them. The petitions and the memorial have the common purpose of defeating the attempts to destroy the integrity of the Cherokees as a nation. Chuir, Hog Shooter, Looney McClain, Looney Guess, Tosel Note, Ground Hog, Rattling Gourd, Ned Grease, Are Grease, William Soap, Smoke Feeling, John Mixedwater (whiskey and water?), Pig Eagle, War Sorte, Alexander Jonnycake, Dimplin Old Fields, Bull Frog, Charley Tobacco, John and Charles Potato, Root Curly Hard, Peach-Eater, Sixkillers, OO-la-heath, Miller Bug, and Deart Eater, are some of the distinguished gentlemen of the Cherokee nation whose names appear signed to these petitions.

THE Senate has confirmed the following appointments in the Navy and Marine Corps: Josiah R. Stanton, assistant paymaster in the Navy; Captain and Brevet Major James Forney, of the United States Marine Corps, to be brevet lieutenant-colonel in said corps, for meritorious and gallant services, in defeating a rebel raid at Gunpowder bridge, which threatened the ferries at Havre de Grace, and the borders of Pennsylvania, in July, 1864. A large list of Army appointments remain undisposed of by the Senate.

SEVERAL weeks ago General Butler nominated for appointment to the Military Academy as a cadet a colored youth named Charles Sumner Wilson, of Salem, Mass. The nomination was referred to the proper officer in the War Department, who, ascertaining that the youth is aged only 16 years and 4 months, instead of 17 years, as required by law, has accordingly notified General Butler that the candidate is, for the reason of being under the prescribed age, ineligible.

THE NAVY.

The Editor invites for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

VARIOUS NAVAL MATTERS.

WE are requested by Mr. Hamersly, the author of the "Record of Living Officers of the U. S. Navy," to say that a revised edition of the book will be issued in about three months, which will be sold by subscription only at the price of \$3. Mr. Hamersly asks that any one who may discover errors will notify him of them. His address is in the care of Messrs. J. B. Lippincott & Co., Phila.

A BILL was introduced in the House of Representatives to authorize the Secretary of the Navy to purchase of Seth Wilmarth the right to use his hydraulic lift for raising and lowering turrets on monitors and other iron-clad vessels, if, in his judgment, the naval service of the Government requires it; and to make such compensation to the said Seth Wilmarth as may be equitable and just.

A CORRESPONDENT writes us from Shanghai, China, February 11, to this effect: "In the Shanghai News-Letter of this date, in the account of the disaster to the *Oneda*, it is stated that the last run of Ensign C. E. Brown was on the quarter deck. In a private letter from Yokohama, I was told that the last run of Ensign Brown was forward trying to get the foretopsail on her to pay her head off toward the shore, the topsails having been clewed up when she was first struck."

Private advices from the United States sailing sloop-of-war *Cyane*, dated Sitka, Alaska, February 17, state that the health of the officers and men of that ship is excellent. The *Cyane* will shortly be ordered to return to Panama, from whence she sailed in the month of October last. There is no necessity for continuing her presence at Sitka; but it is probable that a light draught steam war vessel for navigating the inland waters of that region will be despatched there by the Government at an early date.

A JOINT resolution was introduced in the Senate on the 22d of March for the relief of certain officers of the Navy, which authorizes the Secretary of the Navy to organize a board of three officers, not below the grade of rear-admiral, who shall examine into the cases of such officers as may deem themselves unjustly passed over by promotions made in conformity with the act of Congress approved July 25, 1866; this board to report their conclusions to the Secretary of the Navy for such action by the Executive and Congress as to them may seem proper.

WORK on the *Saratoga*, *Wachusett*, and *Tennessee* is progressing slowly at the Brooklyn yard. The *Tennessee* has been hauled beside the dock vacated by the *Colorado*. Commander Melancthon D. Woolsey has received preparatory orders to hold himself in readiness to relieve Commander Lewis A. Kimberly as captain of the receiving ship *Vermont*, of this station. The United States steam sloop-of-war *Congress*, destined for the West India squadron, is ready for sea, and will shortly proceed on her trial trip from the Philadelphia Navy-yard. She will call at Boston for the purpose of receiving the balance of her crew, which latter will number 350 men.

In the House of Representatives, on the 21st, Mr. Strader introduced a bill providing that the gunboats *Conestoga*, *Lexington*, and *A. O. Tyler*, which participated in and were instrumental in the opening of the Cumberland and Tennessee rivers, and which resulted in the capture of Forts Henry and Donelson, in April, 1862, be now entitled to prize money in the same manner as they would have been had the District Court for the district of Tennessee been then open and the capture made by said vessels had been libelled therein. And any court of the United States, having admiralty jurisdiction, may take and have cognizance of all cases arising out of said captures, and the same proceedings shall be had therein as in other cases of prizes. That the shares in such capture awarded to the officers and men entitled to prize, shall be paid out of the treasury of the United States.

In a late number of the JOURNAL it was stated that "the case of Captain Meade v. the United States, under the treaty of 1819 with Spain, is now before the United States Supreme Court." The case, it seems, is that of Richard Worsam Meade, Esq., the father of Captain Meade, General Meade, and the six other heirs. Captain Meade is the administrator of his father's claim, and will share (if the claim is ever recovered) simply as one of the heirs. The claim involves nearly half a million of dollars, and, in ordinary course of law, may not be decided under six years. The claim itself is not in the Supreme Court. The point taken in the Supreme Court is whether the Court of Claims has jurisdiction over the late Mr. Meade's claim under the act constituting that court. If nay, the case goes before Congress; if yea, back to the Court of Claims for argument, and if the decision be unfavorable, to the Supreme Court on appeal.

THE St. Louis *Republican*, after presenting the comparative cost of our own and foreign navies, concludes an argument against any reduction of the Navy by saying: "Comparing figures on the basis given above, and we spent for naval purposes in 1868 not more than one-sixth what England did, and, discarding entirely the difference in the wages and material, not more than one-third. Referring to the French naval estimates for 1870, we find them amounting to \$32,569,004 in gold. So it is apparent that, however large our expenses may seem, they are far below those of England and France. The question now arises whether it is good sense, good policy, or good economy to retrench still further in a department already decidedly inferior to those of other nations whom we profess to rival? We do not believe that it is, and we do most fully believe that, should the plan now under discussion in Congress succeed, and our little Navy undergo another depletion, not five years will elapse before the country has abundant reason for regretting the blunder."

THE ONEIDA DISASTER.

By the last mail from Japan, we received full accounts of the proceedings of the Naval Court of Inquiry into the circumstances of the collision between the *Oneida* and the *Bombay*. The following is the decision of the court:

DECISION OF THE COURT.

The questions before this court are:

First. Was the injury sustained by the Peninsular and Oriental Steam Navigation Company's ship *Bombay* brought about by the fault of her commander, Mr. Eyre?

Second. After the collision had taken place between the steamship *Bombay* and the U. S. corvette *Oneida*, what was the conduct of the master of the former vessel?

To enable the court to decide the first question we have before us, shortly, the following evidence: Mr. Eyre states that about 6½ P. M. (corrected time) on the 24th January last, having passed the light-house situated on Kanonsaki, his attention was called to the fact that a vessel was approaching him on his port bow; he thereupon looked through his glass, and perceived a bright light half a point on his port bow; and immediately afterward he saw the two side lights of the approaching steamer. He imagined that the steamer (which, it is ascertained, was the U. S. corvette *Oneida*) was about one mile distant from the *Bombay*, and immediately gave the order to port the helm, thus shutting out the *Oneida's* green light and opening her red light; not content with this, he gave a second order "hard a-port," and turned on his steam whistle; he supposed this to have occurred some five or six minutes before the collision took place, which would place about a mile or a mile and a half between the two steamers at this point. He kept his helm "hard a-port" until suddenly he saw the *Oneida*, under full sail and steam, standing across his bows. Upon this he stopped his engines, and then seeing that a collision was imminent, put his helm "hard a-starboard," so as to bring his vessel round, and, if possible, pass the *Oneida* on her starboard side. The attempt, however, proved ineffectual to avert the collision, and the *Bombay* struck the *Oneida* on her starboard quarter. The vessels separated, and the *Bombay's* helm was at once put to port in order to clear her stern and bows, and save a second collision. On the other hand, Mr. Yates, who was the officer who was in charge of the deck of the *Oneida* on this occasion, gave the court a totally different account of the occurrence. He stated that the *Bombay's* masthead light was reported to him by the starboard lookout man as being in sight some fifteen or sixteen minutes before the collision took place, say at about 6:25 P. M., by his own account, and about half a point on his starboard bow. That at this time the *Oneida*, which had been heading S. E. by S., was just recovering her former course, S. by E. ½ E. That the *Bombay* came round Kanonsaki, passing to starboard; and thus opening out her green light, still one point on his starboard bow. That at this time he thought the *Bombay* must have been three miles off, but that the *Oneida* was kept on her course, as both he and the navigating officer thought the *Bombay* would pass to starboard. Presently (the navigating officer having left the deck) he saw the *Bombay* at the distance of about a mile off, three points on his starboard bow, and heading directly for his green light. The opening out of all three lights of the *Bombay* at this instant showing him that she was approaching with a port helm, he at once gave the order "starboard," and then "hard a-starboard." He believed that he opened the *Bombay's* three lights some three minutes before the collision, so that the vessels must have been about a mile apart at that moment.

Now these two statements are utterly irreconcilable; and though the collision is accounted for by each of them, it certainly could never have occurred if both are correct. It is therefore necessary to look further, and see in how far each is substantiated. The statement of Mr. Eyre is borne out in all its material points by the evidence of the pilot and chief officer, who were on the bridge with him, and also by that of all the officers of the *Bombay* who are able to testify to the circumstances. With regard to Mr. Yates's statement, however, the starboard lookout man of the *Oneida* affirms that about 15 minutes previous to the collision, he reported to Mr. Yates that he saw a masthead light right ahead; and that as soon as he could make out one of her side lights he reported her green light between one-half a point and a point on the *Oneida's* starboard bow; about a minute or a minute and a half after that, he reported the steamer *Bombay* about four or five points on his starboard bow, and coming right for the *Oneida's* green light; but at no time did he see the *Bombay's* red light before the collision took place. The helmsman asserts that he heard the *Bombay* reported three different times by the lookout to the officer of the watch—first, half a point on his starboard bow; secondly, a point and a half on his starboard bow; and, thirdly, as coming right for the *Oneida*; that he received an order "starboard," then "steady," and then to let the ship come on her course again, after the second report had been made; and that after the third report had been made, Mr. Yates again told him to "starboard;" after doing which, he saw the *Bombay's* masthead light about five points on the starboard side of the foremast; that he kept his helm hard a-starboard, until he heard an order given to "port;" and that as he was in the act of obeying this order the two ships came into collision. It will thus be seen that the statements of Mr. Yates, the lookout man, and the helmsman, are more or less conflicting; but it may be gathered from them that when the *Bombay's* three lights should have been seen by the lookout man as well as by Mr. Yates, she was about three points on the *Oneida's* starboard bow, about a mile distant, and porting her helm. Mr. Yates states that at this moment he gave the order "starboard" and then "hard a-starboard." If these orders had been promptly obeyed, the court is of opinion that the ships could not have come into collision. But the statement of Albert Ru-

gaart, the helmsman, shows that the *Oneida's* head was about S. E. when she struck, by which it would appear that she had only come up about three points in three minutes; so that Mr. Yates's order could not have been promptly obeyed. Hence it is impossible to account for the collision by the statements of the survivors of the *Oneida* if these are unreservedly accepted.

We are of opinion that when Mr. Muldaur said to Mr. Yates that he could not go any further to the port or eastern shore, and ordered him to resume his course for fear of running on to the Saratoga spit, he should, knowing that it was his duty to get out of the way of an approaching vessel on his starboard side, at once have brought the *Bombay* on his port bow, and so opened out his red light, instead of simply resuming his course. That if, when a collision was seen to be imminent, the same promptness had been shown by the *Oneida* in porting her helm as was shown by the *Bombay* in putting her helm hard a-starboard, it might possibly have been averted; while, had it occurred, its effects would certainly have been far less serious. It is shown by the evidence of the *Oneida's* officers that at no time was the *Oneida's* speed slackened after the *Bombay* came in sight; and that although the *Bombay* was considered to be persistently breaking a rule of the road by porting, the *Oneida's* helm was, nevertheless, kept a-starboard, and thus the judgment required to be exercised in order to counteract the presumed mismanagement of an approaching steamer was not shown. These observations are not made as a judgment upon the management of the *Oneida*, which is beyond the province of this court to consider; but simply in order to institute such a comparison as is necessary to show the grounds upon which the court arrives at its conclusion. If the statements of Mr. Eyre, his pilot and officers, are to be believed, we judge that he was right in keeping on the starboard side of the channel, and that he acted perfectly right in porting his helm as soon as he saw the *Oneida's* lights on the port bow. We judge that he should have slackened speed as soon as he saw the *Oneida's* lights; that he acted rightly in stopping his engines; that he had no time after stopping to reverse them; and that he exercised a sound judgment in starboarding his helm when he saw that a collision was imminent, and that the *Oneida's* helm was kept to starboard. Upon a comparison of the foregoing statements we find that the damage which has been sustained by the *Bombay* is in no way attributable to the default of her commander, Mr. Eyre.

As regards the second question, which this court is called upon to decide, viz.: the conduct of Mr. Eyre after the collision had taken place, it may be observed that it has not been without long and serious deliberation among ourselves, and a most careful consideration of all the evidence adduced, that we have arrived at a unanimous decision.

We find from the evidence before us that on a dark but starlight night, the 24th January last, the steamship *Bombay*, through no fault of her commander, Mr. Eyre, came into collision with the United States corvette *Oneida*, in the close vicinity of Saratoga spit, situated some 10 miles from Yokohama.

That the effect of this collision on the *Bombay* was comparatively slight.

That guns were fired from the *Oneida* as signals of distress from 10 to 15 minutes after the collision took place.

That the report of these guns was not heard, nor were the flashes seen on board the *Bombay*.

That after the collision, the fact of the *Bombay* having been hailed from the *Oneida* was reported to Mr. Eyre.

That Mr. Eyre only knew that some of the upper works of the *Oneida* had been carried away, and was unaware of the amount of injury sustained by her.

That the *Bombay* was a mail steamer carrying passengers and cargo, and was built in compartments, only one of which was reported to him as making water fast.

That the whole extent of the injury sustained by the *Bombay* was not ascertained till the day following the collision.

That immediately after the collision it was not considered to be serious, for had it been so, it is natural to suppose that the knowledge of the pilot would have been availed of, and the *Bombay* run on to the Saratoga Spit.

That, in our opinion, no danger to the *Bombay*, her passengers and cargo, was apprehended by Mr. Eyre.

That, from the questions he asked the pilot, he evidently thought that the *Oneida* might possibly have sustained serious injury.

That he waited at the most five minutes after the collision to see if signals of distress were made from the *Oneida*.

That after his ship again proceeded he gave no orders that a lookout should be kept in the direction of the *Oneida*.

That had he or any one else been keeping a proper lookout, the flash of the *Oneida's* guns must have been seen, though their report might not have been heard.

Under all these circumstances it becomes our duty to pronounce whether in our opinion Mr. Eyre was justified in proceeding on his voyage without waiting to ascertain whether the *Oneida* was in need of assistance. We recognize the fact that he was placed in a position of great difficulty and doubt, and in circumstances under which he was called upon to decide promptly; but we regret to have to record it as our opinion that he acted hastily and ill-advisedly, in that, instead of waiting and endeavoring to render assistance to the *Oneida*, he, without having reason to believe that his own vessel was in a perilous position, proceeded on his voyage.

This conduct constitutes, in our opinion, a breach of the 33d section of the 63d chapter of the Merchant Shipping Act Amendment Act of 1869, and we therefore feel called upon to suspend Mr. Eyre's certificate for six calendar months from this date.

Fred. Lowder, H. B. M.'s Consul, president of the Court; Arthur Tinkler, commander H. M. S. *Ocean*;

David Moore, staff commander of H. M. S. *Ocean*; John Gillilan, master of S. S. *Sultan*; William Chapman, master of *Rockcliff*.

KANAGAWA, February 12, 1870.

THE House Naval Committee have agreed upon the following bill for the sale of the Brooklyn Navy-yard, and the removal of such machinery as is not sold with the yard to other existing yards. An effort was made to secure the transfer of some of the machinery to New London, but it was finally thought best to allow the proceeds to be covered into the Treasury, and then endeavor to obtain the required appropriation for the purpose of a yard at New London. The following is the bill:

SECTION 1. *Be it enacted, etc.*, That the Secretary of the Navy be and he is hereby authorized and directed to sell at public sale, in the manner hereinafter provided, such portions and parcels of land owned by the United States, and included within the limits of the Navy-yard, and also to sell the grounds pertaining to the United States Naval Hospital located in the city of Brooklyn, N. Y., as can now be dispensed with, and to continue from time to time such sales as may be made without detriment to the public service, with a view to the discontinuance of said yard.

SEC. 2. That at least thirty days' notice of said sales shall be given by publication in two daily newspapers in both the cities of New York and Brooklyn; and no sale shall be made at a price less than the minimum value determined by a board consisting of competent appraisers, two of whom shall be appointed by the Secretary of the Navy and two by the Secretary of the Treasury.

SEC. 3. It shall also be the duty of the Board to advise the Secretary of the Navy as to what buildings and other improvements or fixtures pertaining to said yard shall be sold with the land, and to appraise the minimum value thereof; and if the Secretary of the Navy shall approve, he may include the said buildings, fixtures, etc.

SEC. 4. The Secretary of the Navy is hereby authorized to transfer such movable property within the yard belonging to the Government as shall not be included in the sales made under the provisions of this bill, to some other yard or yards, site or sites, now owned by the United States, as the interests of the service may require.

SEC. 5. That upon the completion of any sale or sales and the payment or security for the payment of the price, the Secretary of the Navy is hereby authorized to convey a good title to the purchaser in behalf of the United States; and all proceeds of all the sales made as aforesaid shall be covered into the Treasury of the United States.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

MARCH 24.—Chaplain W. R. Cobb, to duty at the Naval Academy on the 28th of September next.

MARCH 25.—Paymaster Theo. S. Thompson, to duty in charge of stores at Key West, Fla.

DETACHED.

MARCH 23.—Assistant Surgeon A. M. Owen, from the Navy-yard, Mare Island, Cal., and ordered to the *Ossipee*.

MARCH 24.—Chaplain Donald McLaren, from duty at the Naval Academy on the 28th of September next, and placed on waiting orders.

MARCH 25.—Ensign H. M. Tallman, from signal duty at Washington, D. C., and placed on waiting orders.

Chaplain Henry B. Hibben, from duty on board the school ships at the Naval Academy, and ordered to duty at the academy.

ORDERS REVOKED.

MARCH 25.—The orders of Passed Assistant Paymaster Joseph Foster, to duty in charge of stores at Key West, Fla.

MISCELLANEOUS.

MARCH 25.—The orders of Chaplain W. R. Cobb are so modified that he will report for duty on board the school ships at the Naval Academy.

LIST OF DEATHS.

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery for the week ending March 26, 1870:

Matthew Cain, beneficiary, March 17, Naval Asylum, Philadelphia.

Thomas Archer, seaman, March 20, Naval Hospital, New York.

John Gardiner, ordinary seaman, March 20, Naval Hospital, New York.

CHANGES IN THE MARINE CORPS.

The following are the changes in the officers of the Marine Corps since last memoranda, viz.:

First Lieutenant Erasmus R. Robinson.—On March 4, 1870, granted leave of absence for thirty days from Brooklyn, N. Y.

Second Lieutenant W. Kelly McSherry.—On March 22, 1870, granted leave of absence for thirty days, from Pensacola, Fla.

First Lieutenant Israel H. Washburn.—On March 24, 1870, ordered to be detached from the Portsmouth, N. H., Station, and to proceed to Philadelphia, Pa., and report to Captain W. A. T. Maddox, for duty in the assistant quartermaster's office.

First Lieutenant Wm. Rawle Brown.—On March 24, 1870, ordered to be relieved from duty in the assistant quartermaster's office, at Philadelphia, Pa., and to report to Colonel M. R. Kintzing for duty at the Philadelphia, Pa., Barracks.

LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post-office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

ARMY.

MARCH 24.

Bartlett, J. J., Major-General. Knapp, F. A., Captain. Lauson, G. W., Captain. La Frairie, L., Captain. McEwen, W., Captain. Noia, James, Captain. Sweeney, G. A., Captain. Van De Wiele, J. B., Captain.

Dahlgren, C. B., Captain. Dale, Wm., Captain. Davidson, A., Captain. Davis, E. F., General. Dunum, General. Geaner, N. A., Colonel. Johnson, J., Colonel. McCortbur, A., Colonel. Niemeyer, H., Captain. Pettigall, A. J., Captain. Reed, S., Captain. Van Allen, J. H., General.

MARCH 25.

Hayes, M., Captain. Johnson, J., Colonel. McCortbur, A., Colonel. Niemeyer, H., Captain. Pettigall, A. J., Captain. Reed, S., Captain. Van Allen, J. H., General.

CORRESPONDENCE.

Our correspondents are informed that communications intended for our columns, to receive prompt attention, should invariably be addressed to THE EDITOR of the ARMY AND NAVY JOURNAL, Box 3,301, New York.

"HEIMWEH."

To the Editor of the Army and Navy Journal.

SIR: Only those who have experienced that irresistible longing—which is so aptly styled by the Germans *Heimweh*—induced by a life so far removed from home and its loved ones as the one we lead here, will appreciate the following lines, which strive to express part of what is felt by many another lonely "follower of the drum" in these far western garrisons. BANONI.

PRESIDIO OF SAN FRANCISCO, CAL., March 18, 1870.

It seemeth sacrilege at times
To speak the wandering thoughts that come,
Or strive to put in empty rhymes
The sacred memories of home.
Our manhood's better part are they,
We cling to them through every strife;
The idle o'er which the sunbeams play
Amid the stormy sea of life.

Yet who shall deem it not relief
To tell them, though imperfectly,
And write them, with the vague belief
That some may read with sympathy?
In vain! we yet may tell but part,
For every human soul has some
Deep-hidden recess in the heart,
Where stranger eyes may never come.

Home! home! how many a dying lip
Has faltered forth this simple word,
While the red heart's blood bubbled up,
On fields where none save God has heard.
Eyes that have gleamed with battle fire,
When bugles screamed and sabres flashed,
Have dimmed with yearning fond desire,
As o'er their soul that thought has passed.

And down the cheeks which storm hath tanned,
The hardy rovers of the deep,
A tear hath coursed at sight of land—
The land where the beloved ones sleep.
Ay, soldier, sailor, though ye be,
Where'er your wandering footsteps roam,
Ye have one kindred thought with me,
The love of home! the love of home!

For I who've crossed the stormy wave,
And on these shores a stranger stand,
Have but this simple boon to crave—
This prayer to make at His good hand:
That once again above my head
Mine eyes may greet the eastern sky,
That once again my feet may tread
My native soil before I die.

ONE ROOM AND A KITCHEN.

To the Editor of the Army and Navy Journal.

SIR: It has always been a matter of profound conjecture as to who the individual was who got up that indecent paragraph of the regulations which assigns as a subaltern's allowance of quarters one room and a kitchen: whether some clerk, who lived in a Washington attic and measured the wants of others by the amount that sufficed for himself, was the originator; whether it was some Milesian fresh from the bogs, and mindful of the time when with the pig and the rest of the family he passed a happy existence in one room, or some rough campaigner to whom a dog-tent was a luxury and a wall-tent represented a kind of Sybaritic existence; whether it was somebody who was infatuated with the idea of co-operative housekeeping and a general mess, or some genius whose political servitude had sprung him up from the obscurity of civil life, like Minerva (we beg her pardon), into a full-armed and panoplied field officer, and who, knowing nothing about a subaltern's necessities, and probably considering them as rather mythical personages, allotted them the confined space mentioned above; whether it was some injured being who, to revenge himself upon one, struck this blow at the whole grade; whether it was some staff man with commutation in his mind's eye, but forgetful that the majority must occupy what is commuted for the favored few; or some one with that pardonable creed that a lieutenant should never be allowed to become a Benedict, and thus cunningly made it almost a sin. Some one of these classes it must have been to whom must be given the credit of one of the greatest vulgarities in that supposed-to-be-infallible code.

But considering him to have been a sentient being, not animated by feelings of spite, how primitive must have been his ideas. There are so many charming things in this one-room-and-a-kitchen existence. To live in one's bedroom, to receive one's friends there; to smoke socially in the same apartment where one is to sleep; to breakfast and dine in one's kitchen. How delightful! How it would tempt us to sit over our cigars and our wine while Bridget is occupied washing the platter, or in banishment waits outside; for bear in mind that no allowance is made for domiciling Bridget, unless—oh, horrible thought!—she should live in the kitchen and thus in true martial style sleep always on her arms.

Imagine some ardent lover picturing these two rooms to his heart's idol as her future home. Fortunately spoony people never let such sublimary affairs as kitchens enter their thoughts. If they did, and the young woman was at all matter-of-fact, there might be fewer unions and more broken-hearted subalterns.

Enter lovers. Scene—Conventional moonlight. A bay window. The wind gently stirring her hair and the moonbeams crowning her head with a halo. The per-

fume of flowers wafted in. Music in the distance, and not a hand organ or a Dutch band either.

He tall like a young oak, blonde, fire-eyed, bending with manly grace over her. She brunette, lovely as a vision. Her left hand, with one sparkling gem (obtained by the hypotheication of a pay account) upon her engagement finger, resting upon the casement.

(N. B.—This is adapted from Ouida. Perhaps the editor may carefully weed-a it out.) Place—Fifth Avenue. Time—After the opera. Its sweet, wonderful harmony is still vibrating in their ears. Their eyes meet. Tell me, she says, what our home is to be like. She is thinking of that happy cottage in the opera—that stage cottage, doubtless, with its ethereal characteristics. The fair hand of his fiancée has shaped a thunderbolt for him unwittingly—a thunderbolt from the Quartermaster's Department. He doubts even the ability of Cupid to paint in rosy hues that villainous one room and a kitchen.

Poor fellow! He essays the sketch of his parlor; its view over the bay; its pictures, which, thanks to the cheapness of chromos, are copies from good masters. He omits his camp bedstead, his pipes, double-barrel, fishing-rod, and old boots. Then he describes what will be her boudoir, giving this also the benefit of the bay view. She interrupts—"Ah! both rooms have a water view." The wretch assents while he reflects on the impossibility of "both rooms" having anything but the same view. And the moonlight is so radiant and the present so full of delight. Is it any wonder that the one does not remember, and the other does not dream of, the existence of such a blight upon their future bliss as comes from that heartless edict which puts the sign of equality thus: Subaltern's Quarters—1 room and 1 kitchen? And they are married with pomp and all the modern improvements, and are duly announced in the *Home Journal*, and go off on their honey-moon trip, and at last—oh! most lame and impotent conclusion—they come back to his station, and John Smith, the post quartermaster, assigns to them their magnificent allowance of space, and the beautiful poem of their life ends and its prose begins.

It is one of the misfortunes of life that even the newly wed have to go through that business of eating two or three times a day. Why couldn't our bodies have been made less complicated machines, and some other more simple performance have been devised than that of feeding so often—something that wouldn't have involved the employment of cooks, the patronage of the commissary department, dyspepsia, dinner pills, liver complaint, &c.?

But we shall doubtless have to continue to live hopeless of the ability to convince "those in authority over us," that to keep amiable and live in one room with all our penates, servants, retained papers, &c., is rather more than should be expected of fellows whose stipend is such a small fraction above a hundred dollars per month. CAIUS.

NEW LONDON THE PLACE FOR A NAVY-YARD.

To the Editor of the Army and Navy Journal.

SIR: The removal of the Brooklyn Navy-yard may now be regarded as a settled fact. The Committee on Naval Affairs have reported in favor of its removal, and little or no opposition is felt to the measure in Congress or anywhere else. Neither Brooklyn nor New York wants the Navy-yard, and in view of the commercial growth of both places they would be much better off without it than with it. It now operates rather as an impediment than an impulse to business and trade, and a change of location which will put twenty millions of dollars into the Treasury of the United States and give to the service another Navy-yard, possessing superior advantages and facilities, where vessels may lie with greater safety, have more capacious anchorage grounds, and be free from the difficulties which exist at the Brooklyn yard, must be regarded with favor. Such a place is found on the Thames river, near New London, where there is ample room, an extent of one mile water front being in the possession of the Government; great depth of water, freedom from ice, easy and safe access to and from the ocean; where a yard can be built with comparatively small cost, no piling being required at that place, and where the materials both of granite and wood for the walls and buildings of the yard are near at hand, and which has been approved and recommended by every board and commission which has examined it. The question of making an appropriation for the object is now under consideration in Congress, and it is hoped that it will receive the favorable action of that body.

From a letter just received by the Hon. H. H. Starkweather, M. C., from Commander R. B. Lowry, U. S. S. *Severn*, off San Domingo city, we make the following extracts. Captain Lowry, it will be remembered, commanded the apprentice ship *Sabine*, which lay four years in New London waters, where he had ample means of acquiring a knowledge of the facts concerning that locality. He says: "I had the honor to be allowed by Mr. Welles to select New London for my headquarters in the apprentice ship *Sabine*. I lay there four winters with great comfort, and without experiencing any amount of cold equal to that which was felt at New York at the same time. On one occasion I was at the yard at New York, when the entire East River was and had been blockaded with ice for several days, and it was impossible to move the ship or cross the channel. The *Saratoga*, an apprentice ship, was frozen in. At the same time, the *Sabine* was lying in open water, exercising her sails, her boats, her guns, etc. Access to and from Sandy Hook, to the city and to sea, is getting to be more difficult. Ships of ordinary draft, mail steamers, etc., must all wait for tides to cross the bar, gradually getting shoaler every year. At New London any steamer can gain the open sea, to the eastward of Montauk Point, in three hours, at any time of day or night. I have beat in and out of New London days and nights, many times, and have taken my departure off Montauk in three hours from New London anchorage under sail. Under the same circumstances, had I left the Navy-yard at New York, it is

doubtful whether I could have reached the Narrows without a tug to tow me. The French Vice-Admiral Didot, who was in New London with his fleet, expressed his surprise that we had never made a great naval station of New London.

"As to the defence of New London, I know of no place so capable of defence in any way. It is the only point which cannot be completely blockaded on our coast. While I commanded at New London, I made a number of reports to the Secretary of the Navy, relating all the advantages. These reports are on file and can be obtained." B.

FROM FORT HAYS.

To the Editor of the Army and Navy Journal.

SIR: It has come at last. The flat has gone forth that we shall burn no more volatile oils, which means we may stow away our kerosene lamps. If the Adjutant-General, when he issued that order, could have beheld the dismay it created in this post; if, since, he could have beheld the disgusted noses in this post elevated to the highest possible degree in the futile attempts to make lard oil burn in coal oil lamps; if his olfactory nerves could be greeted with one of our sputtering, blackened wicks—lard-saturated wicks—he would have mercy on us, we know, and rescind that order. I will say, however, in favor of lard, that it can't blow anybody up; no, nor burst its own boiler.

It is unusually quiet here at present; but few new arrivals, and those but transient. The sole amusements (for us ladies) have been a series of very delightful "hops," averaging twice a month, and generally held in a vacant ward of the hospital, where we tripped the light fantastic toe to the mellifluous strains of two violins and a guitar. During the Lenten season these parties have been suspended, after which they will be resumed.

The weather is very fickle, a complete change occurring in twenty-four hours. For instance, the morning will dawn still and bright, and the air fresh and delightful; before night all this will be changed. The sun is hidden behind scudding clouds, the wind howling and whistling, while the air is thick with dust, which actually darkens the light of day, and obscures the nearest objects. March in this country is an especially disagreeable month. In fact, we cannot see one redeeming feature in this part of Kansas. It is the favorite home of the fragrant polecat (*mephitis Americana*), while festive bedbugs (*cimex lectularius*) are indigenous to the soil. The former have a decided penchant for encamping under the floors of our quarters. I need not say what is the abiding place of the latter. Buffalo have been seen lately within a few miles of the fort. A hunting party has just returned, having met with considerable success. A. B.

FORT HAYS, KANSAS, March 23, 1870.

SOME REMARKS ON DETACHED SERVICE.

To the Editor of the Army and Navy Journal.

SIR: There appeared an article in the *JOURNAL* of March 12 by "Caius," on "Detached Service," who took position with a British officer "on the broad standpoint of an Englishman," and reviewed in lucid style the horrors of the aforementioned service. It does not require an Homeric stretch of imagination to fancy the countenance of our transatlantic brother lighting up in heavy astonishment, as the sarcastic "Caius" poured forth his broadsides.

Behold them both, firmly elevated on the "broad standpoint of an Englishman," viewing the service stripped of its holiday attire, in all its naked usefulness! After the vivid panorama of "regimental dinners" and "regimental plate" passed from his view, "Caius" must have shuddered at the cold, gray reality; but does not "Caius" call to mind how little of that solid commodity, "mess plate," would grace the board, even if his desire for "massed troops" were gratified? How many of the poor "subs," who depend for food and raiment on their paltry pay, would feel particularly enthusiastic at the prospect of subscribing a month's pay toward furnishing the mess with solid plate? Certainly electro-plate cannot be thought of in connection with mess room-glories. Has "Caius" never felt the heavy throb of the military heart when gazing into a vacuous purse?

If we could but introduce the English system in all its completeness, what an ecstatic future would open to our ravished gaze! Hereditary position, hereditary plate, and best of all, hereditary fortune! If "Caius's" longings were realized, and we could spend our pay on clubs, perfumes, gloves, etc., how charmed we should be—if we had an hereditary estate to fall back on for the miserable necessities of life. Then what an exquisite refinement of torture to condemn us to air our sweetness on the Indians of the Plains. Then, surely, some hard big with the sorrows of "Fred in Arizona" would strike the harp for his deliverance! The stony-hearted War Department would melt at the recital of his woes, and the carpet-knight would be recalled, and once more find a legitimate outlet for his exuberant spirits at a club-room window.

But "Caius" turns from glittering possibilities to the sombre shades of reality, and lifts up his voice in lamentation that by our present system the officers, especially the "subs," are deprived of those instructions in tactics after which they so ardently pine. To one who has experienced the delight of a regimental school, in all its rich fruition, this is full of pathos. Do we not recollect the impatient eagerness of the "sub" for recitation night? What emotions swelled the unfedged breast when gruffly snubbed for an error! How majestically the bashful one reared his head, only to receive a chaplet of maledictions for his presumption. The anxious "sub's" luminous explanation of some evolution, and the caustic reply, which sent him sutlerwards later in the evening, to drown his small soul in a flood of beer. With what affectionate zeal did we scan our instructor's brow, and if clouded, how sympathetic our regret! This is, indeed, the heaviest deprivation of a detached post; our only solace is an occasional concert or hop. The day's monotony is only broken by assiduous drilling, and as

"Caius" poetically puts it, an alternate day's gaze at the rising sun, or an order for a detail for the protection of some "African brother" whom some chivalrous one has unceremoniously saluted with a revolver. Perhaps if the "English system" were introduced as in the case of the "Sepoys," where humanity was tied in a bundle to the cannon's fiery mouth, we might be rid of this little inconvenience, and be "massed" instead of occupying a "hundred posts."

We pass by the "sentimental sub" and the "studious sub" who passes his time in the insipid society of Thiers, Gibbon, etc., also the "sub" with the dumb bells whose muscular vocations fit him well for self-defence, to the "married sub." Ah, "Caius," when you dipped your pen in bitterness to portray that acme of military misery, did not the star of your martial destiny grow pale? Did not some vision rise before your infatuated soul, of the cold words, bitter sneers, and malicious sarcasms of the partners of those smokers of the calumet? What will the major say, whose nightly perambulations with his brood awaken the admiration of his neighbors? When your mind dwelt on the beatitudes of "massed troops," had you no remembrance of the major's wife beckoning you with ominous finger to an embarrassing interview, from which you came forth lacerated and smarting, after acknowledging some humorous strictures you could not deny? Did the major ever show you the same cordiality as before? and was not the inevitable wife triumphant, when she caused that lovely one, "now lost to sight," to giggle melodiously at some defect of which you are acutely conscious? Ah, "Caius," long no more for "massed" troops. That "muffled tread" will rise up against you, and rankle in many a breast that never before knew malice! Why did not a good genius whisper Lord Bacon's maxim in your ear, "that he who married and had children, gave hostages to society for his good behavior"—that no better school could be desired for the practice of those soldierly virtues of patience, watchfulness, and self-denial than this same walking with "muffled tread"? Does not "Caius" know that the "married sub" carries his household gods with him, and sets up a tabernacle even at a "one-company post"? Plainly, "Caius" is not a married man or father, or he would know that the soft pressure of baby fingers, and the happy gurgle of a baby voice, are often the brightest solace to a poor "sub" in hours of trial, instead of driving him to that climax "where he fears not death." Often when a film has settled over an eagle eye, and a brave heart has throbbled its last on a field of duty, the cruellest pang in that hour of desolation has been that a dimpled, rosy face is far away, whose kiss would have been balm indeed! We advise "Caius" to preserve his *incognito* as religiously as Junius.

For our part, we consider it as well to slay lions, and bronze the cheek with manly exercise, as to dawdle away hours in a club room; to chatter with Indians in discharge of duty, as to exchange the small talk of society; to read Hume and Gibbon, as to muddle the brain drinking up stakes of "seven-up," that a life of duty at a "detached post" is better fitted as a school for warriors, than the petty indulgences of a "regimental mess."

ONE-COMPANY POST.

SUGGESTIONS IN NAVAL CONSTRUCTION.

To the Editor of the Army and Navy Journal.

SIR: 3d. If a ship have a good-sized poop deck, extending as far forward as is consistent with utility, and a topgallant forecabin of ample dimensions—which latter should only be limited by the danger of cutting off light and air from the berth deck—there is no necessity for a bridge. This, as a position for the officer of the deck, or the one directing the movements of the ship, nearly always fails to fulfil its requirements, and is always in the way of exercising sails and getting out boats.

If it is placed near the centre of the ship, or any place near the engine, the noise of the engine and escaping steam, sounding from close at hand, creates such a din in his ears as to prevent his hearing the lookouts or leadsmen, unless they shout loudly; and in case of a temporary stoppage for any purpose, the steam will deafen him.

If it is placed far enough forward to get rid of this, it removes the director of the ship's movements too far from the helmsman. In fact, there is no place so good as the poop, with its convenient signal chest and night and day glasses, its proximity to the helmsman and to the standard compass, in case bearings are needed, and its distance from the engine. Means of communicating with the engine room are now established from all prominent parts of the ship, and distance from it does not necessitate any lapse of time in signalling; and, if the poop have a good break to it, extending forward to the mizzen mast, all the better for the government of the ship's course, as a clear space athwart this deck is left, sufficiently far forward to allow of seeing well across the bow of the quarter boats, by means of which, when threading one's way through a labyrinth of vessels in harbor, the captain can pass rapidly from one side to the other, and cause the ship to dodge the dangers.

Perfect discipline requires alacrity, energy approaching enthusiasm, and thorough organization; but though a ship's company be so governed as that these have been achieved, yet if, when coming into or going out of port, there is not silence, all else is properly lost sight of, the vessel's reputation sinks, and she is stigmatized as a ballyhoo. It is right enough, too, for upon the silence of the whole ship may depend the successful execution of many a movement of gravest importance; and hence the rule is, with all hands on deck, perfect quiet, and the orders, spoken low and distinct in tone, are heard without repetition. Hence the habitual station of the captain, when going into port, or whenever directing the ship's movements, should be so near the wheel that the helmsman can hear his whisper—where his view is the best possible under the circumstances—where he can communicate by signal with the engine, and not be deafened by a roar of escaping steam in case of a shot

entering the boilers—where he can have the leadsmen under his eye, if necessary, in the mizzen chains, and hear their casts reported in the lowest voice—and to which speaking tubes can lead from the gun-deck divisions and from each of those on the spar deck, by means of which orders can be given in action for boarders to mass in any desired place, without the roar of voices and signals informing the enemy before it does the crew, and by means of which, also, a vast expenditure of lung pressure would be saved the executive officer in a gale of wind.

If it is argued that these tubes will break with the working of the ship, is not the human mind ingenious enough to cancel this difficulty by putting in rubber rings, say at every fifty feet, and thus transfer the motion to the elastic material and preserve the metal's rigidity? Tubes could communicate also with the tops, from the deck; but this is an old idea, though, it loses nothing of excellence from age.

4th. Would it not be worth while, also, to do away with the large pump boxes which surround the bilge pumps on the spar deck, and whose curtailment in size might add enough to the space between two hatches to allow of shifting a broadside gun? In lieu of this large box, with its unsightly canvas hose, substitute a copper discharge pipe, right up against the under side of the spar deck, and leading overboard, which could be fitted with rubber rings to compensate for the ship's motion. This would save much swell of bilge water, and would avoid the stain on the deck. "A careful officer," I hear some one say, "will always wet down the deck before leading the hose out, and thus obviate this objection, as it will not then be stained." But suppose one day some one officer should forget to be careful, then the mischief is done, and no holystoning will eradicate it.

5th. Awnings nowadays aboard our new vessels never set properly, the cause being the ship's shear, as it is impossible to get their ridge ropes to follow a curved line at every point equidistant from the rail. Now upon the scale draft of any of our recently built ships, mark off perpendicularly above the poop and forecabin, respectively, at their extremities, six feet and a half—which is the least certainly to allow for the awning clearing the head of the quartermaster and the ornamental ball on the hat of the forward sentry—and draw a line connecting these points. This should be the line of the ridge-rope of the awning, and should be perfectly taut and straight. The jackstay, to which the awning hauls out, should be in the same horizontal plane exactly, so that when the side stops are fast, and the canvas stretched, at a little distance one can just see the edge of the awning, with no bags and no wrinkles.

(And here let me remark, *en passant*, even running the risk of talking too much, that awnings should always be laced carefully together before being set, and then, every corner and eyelet hole and cringle being in their proper places, the whole vast surface of canvas can be made to set like a board, and the sight warm most pleasantly the heart of an executive officer who takes pride in his ship.)

Inasmuch, however, as this jackstay, which is but six and a half feet from the deck at the extremities of the vessel, is at the waist eight or nine, owing to the shear of the ship, one would require the same means to make this awning set, as did an engineer officer who was ordered to construct the Swamp Angel battery in the middle of the morass before Charleston, and whose requisition called for twenty men twelve feet high, or thereabouts.

To place the jackstay within the reach of the men on the rail, it is the custom now to simply set it up at a uniform height above the netting all the way around the ship, the awning stanchions being cut accordingly, and so the awning presents a most unpleasant warped surface, being tented amidships and only flat at the extremities.

To obviate this, the rail might be straightened or raised, and let the hammock netting be so much gain above the poop and forecabin. Or, if it is thought necessary to preserve the shear, run a light rod of iron from poop to forecabin, ceasing at the gangways (and at the forward side of foregripping so as to be out of the way of setting studding sails), and support it by light stanchions of iron, using it for the men to stand on. It would be useful also in rolling back hammock clothes, as a footing; and when serving out or stowing hammocks, the clothes could be thrown over the rod. It could not work damage to men in battle very well, as it could be made to unship; and even if it was a fixture, unless fighting both sides, a shot striking it would carry it well clear and over the heads of the men at the guns.

In hauling out awnings and rolling back hammock clothes, men are always roared at not to get on the hammocks, and unless a foot rope is fitted, how they do manage is a mystery, unless they are like flies or cats. To facilitate manning the rail, and protecting the paint work from the men's shoes—whether for boarders in action or for the awnings in peaceful times—ash batens or cleats might be put on the bulwarks, at about two feet apart, and these could be scrubbed bright. They would be of great service in boarding, and would afford no facilities for the enemy's boarders attaining the deck, unless they came *a la bear*, when the application of a pike to the rear might cause a change of direction.

6th. Make all sails on foremast duplicates of those on the main, retaining of course the difference in length of lower masts and in shape and size of the courses. This would duplicate nearly all braces, spars, standing and running rigging; and I do not believe would cause the slightest difference in the ship's working qualities, so long as the calculations of areas of sails and centre of effort were as well attended to as they always were in our old sailing ships. If there could be any objection to this, it seems to me it could only be in a short ship, and not in a long one, and most of our vessels are of the latter kind. It might be worth while even to give a large amount of extra canvas to that magnificent sail, the main course, if it was thought too much was being taken away from the sails at the ship's centre,

The crossjack yard might be a duplicate fore or main topsail yard, which, if reinforced at the sheave hole of the reef pendant, would be sufficiently strong there to allow of the mizzen topsail sheets leading through these holes. The mizzen topsail sheet could be a duplicate main royal and the mizzen royal, of course, *sui generis*. The mizzen topsail would have to be larger than a fore or main topgallant sail, but the mizzen topsails and topgallant yards could be the topgallant and royal yards of the other masts, and leading the mizzen topsail sheets through the reef pendant sheave holes would perhaps compensate for the increased size of the foot. Fit completely, as far as the iron work goes, all spare spars put aboard ship.

The advantages in exercising spars or sails, or in practice either, would be very great, as would also the economy in time, labor, and expense in fitting out ships. Give more sail still to our ships than the newly-converted ones have. If you mast a long ship in proportion to her immersed cross section, her maximum stability does not come into play. Besides, the engines by their weight give great stability. Increase greatly, therefore, the canvas, bearing in mind that one can always shorten sail, but cannot increase it when he has it not.

As symmetry in a ship's spars and rigging requires straight and parallel lines, and as the pulling effect (or the favorable resultant of the forces acting upon the surface) of a triangular sail is greater the nearer its forward edge is to the perpendicular, lead all stays between the masts, upon which staysails are to hoist, as much up and down as possible, without sacrificing any important qualities.

7th. In view of fire, run steam pipes connecting with the donkey boiler throughout the ship, with properly marked cocks in the fire room; and in case it is found useful, the patent arrangement for generating carbonic acid gas, and forcing it, imprisoned in water, in a stream upon the flames, might be applied to these same pipes, the reservoir being kept in the fire room, or in any more fire-proof place available.

8th. In designing and constructing a ship's deck, let the paramount consideration be the battery, and let the width of the hatches depend upon the room the broadside guns need in recoiling, and the extra space required for train tackle blocks and roller handspikes; and in arranging their position, leave as many spaces as possible for transporting a gun across the deck, so as to be able to replace a disabled by an efficient piece from the disengaged side.

9th. Make good, wide, and commodious channels, so as to give plenty of support to the masts in carrying the press of sail our ships, with heavy engines for ballast, are able to stand, and so wide that the shrouds shall clear the hammock rail by at least ten inches, thus giving room in port to roll back the hammock cloth, and at sea allowing for the play of the rigging, which would otherwise chafe the cloth through and cut the rail. And give the channels for the topmast and upper backstays drift enough abaft the lower rigging (making the position of the ports secondary only to this) to amply support the strain of canvas in going free, which, if the masts be supported well, can be carried in the long ships we have now for an astonishing time. Give deep keels to hold on by in working to windward.

10th. Ventilate hold, and shaft alley, and spirit room, by means of the apertures leading up between the timbers, and let these reach the covering board, just under the hammock netting, and open outside the ship. Cover this opening with a composition coating, arranged so as to admit the ingress of air and so that the spray and rain cannot blow down, and fitted with a hollow ball, so that the moment a sea comes the ball will be lifted by its buoyancy and close the aperture—a self-acting valve, by which water will be kept from getting below.

Ventilate the berth deck, steerage, and wardroom, by means of pipes, or open spaces, leading up from the air ports between the timbers, opening inboard, however, under the hammock rail, in the same manner, according to the novel invention of an officer of the service, and which was described by him in the JOURNAL.

11th. Fill up all the spaces above the knees, wherever there is room for getting more than a knife blade upon them, as these are constantly being used by sailors for shelves, upon which they stow away old pipes, quids of tobacco, etc., to the detriment of the paint work.

12th. Fit copper discharge pipes to the ash-shoot ports outside, so that their ends will reach the copper, and prevent the paint being injured by the dust from the ashes every time they are emptied. At present the canvas shoots fitted to these ports are unsightly, and keep wearing out, and but half fulfil their purpose. And fit channel pumps, for washing decks, in each chain.

13th. Fit the ports in cabin with india-rubber strips and turn-buckles, so that they will be closed tight enough to exclude the weeping in of the salt water, consequent upon seas striking them outside, so as to avoid the necessity of caulking to keep them tight.

14th. As the only objection to a propeller-well is its interfering with a stern pivot gun, and as no stern pivot gun can be mounted any way on the spar deck where there is a poop cabin, why not make a propeller-well to every ship which has a poop cabin, so as to admit of getting out of the water, when under sail, that great drag, the screw? If it is left there, though but two-bladed, it spoils by its resistance all that has been aimed at in the fine model of the ship; whereas, if hoisted, it is out of the way. Besides, if it is desired to work such a gun on the poop deck as that deck will stand, the propeller-well hatch need not interfere, as the gun can go over it.

Our naval constructors build beautiful hulls and splendid models, and no doubt can succeed in making fully-rigged steamships as superior to the ones we have been so long growling at and blushing for, as the old *Constellation* and *Portsmouth* were superior to the ships of their days. They know all about the matter, but I hope they will accept, in the spirit in which they are offered, these suggestions, by a man whose whole interest is identified with the service, and who has long had his attention called to them by actual experience at sea.

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ANNUAL MEETING OF THE SOCIETY OF THE SIXTH ARMY CORPS.

The annual meeting of the SOCIETY OF THE SIXTH ARMY CORPS will take place at 12 M., on April 8, 1870, the day preceding the meeting of the Army of the Potomac, at the Horticultural Hall in Broad street, next to the Academy of Music, Philadelphia, Pa.

It is expected that there will be a large attendance of those who belong to this Association, and of those who desire to join it. The President of the Society is Major-General William B. Franklin; the Vice-Presidents are Major-General H. G. Wright, Major-General John Newton, and Major-General George W. Getty. General Joseph Jackson, Secretary. The Executive Committee is composed of General T. H. Neill, Colonel Jas. W. Latta, and Colonel Peter Ellmaker.

MILITARY INSTRUCTOR WANTED.—AN UNMARRIED man, to take charge of the military department, and to teach mathematics or common English branches, in a free class boys' boarding school, near the city. A liberal salary will be given to a man of good ability and character. Address, giving full particulars, PRINCIPAL, P. O. box No. 66, Sing Sing, N. Y.

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A CAPTAIN OF INFANTRY, WITH RANK OF 1865, serving at a pleasant post, desires to transfer with a Captain of Cavalry of same rank. The regiment being one of the old Infantry regiments, an inducement for this transfer will be given. Address CAPTAIN OF INFANTRY, No. 20 North 10th St., Philadelphia, Pa.

TRANSFER.—A MAJOR OF CAVALRY, WELL UP on the list, will transfer with a Major of Infantry. Address MAJOR, office of the ARMY AND NAVY JOURNAL.

THE Consul-General of Italy, Mr. Ferdinand de Luca, informs us that an international maritime exhibition will be held in Naples from the first of September to the thirtieth of November next, when gold, silver, and copper medals will be distributed to exhibitors judged worthy thereof. The articles admitted to the exhibition will be all those relating to naval construction, steam engines, ports and maritime establishments, wood, metals and combustibles, articles and materials for rigging and navigation in general, implements and arms for commercial marine, preparations for salvage, victualling of ships and sailors' movables, fishery, scientific works, etc., etc. The Consul says he will be happy to give further information on the matter to any person applying at his office, No. 7 Broadway, New York, between 12 and 4 o'clock.

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Subscribers who purpose binding their volumes at the end of the year should be careful to preserve their files of the paper, as we no longer retype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

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MAJOR-GENERAL THOMAS.

THE tidings of the death of General THOMAS have filled the country with amazement and grief. He was in the flush of health and the very prime of life, and his robust and vigorous frame was the pledge of a life of fourscore, like that of SCOTT, whose towering form his own majestic physique rivalled. "It cannot be!" men said when the wire first whispered the story, recalling, as they did, that he had passed through the war without an hour's ill-health or leave of absence, and for thirty years had had but two respites. Alas! the disease that laid him low is one whose arrow flies swift through stoutest hearts and clearest brains, and brings to earth in an hour the loftiest and most magnificent of the race of men.

We should seek far to find a truer or tenderer tribute to the fallen soldier than that which has so sorrowfully come from his brother in arms, the General of the Army. From no one more fittingly could this eulogy come than from the comrade who with THOMAS divided the honors of that famous double campaign which culminated at Savannah and Nashville; and SHERMAN, whose hearty words of praise are never wanting to a McPHERSON, a MOWER, a LYON, who falls in the service, has spoken for the whole Army, and for the whole nation as well, in declaring: "The very impersonation of honesty, integrity, and honor, he will stand to us as the *beau ideal* of the soldier and gentleman." THOMAS was indeed the pride of the profession, and in many respects a type-soldier of American arms. Few captains in American annals have a deeper hold on the popular heart, and none, probably, rests his fame on a broader basis of unchallenged ability. Especially was he the idol of his own immediate troops, and his name could not, and cannot be spoken, in our generation at least, save with the enthusiasm of affectionate admiration.

He was a soldier by instinct, by education, and by his hearty choice. Born in Virginia in 1816, he entered West Point in 1836, at the age of twenty, and from that day till the day of his death he never ceased his connection with the Army, and took but two brief furloughs from active service. Thirty years' campaigning in Florida (where he was breveted for gallantry and good conduct in the war against the Florida Indians), in the Mexican war (where he was distinguished at Fort Brown and Resaca de la Palma, and twice breveted for gallantry at Monterey and Buena Vista), in Texan and Indian campaigning, and finally in the Rebellion, where "from first to last," as General SHERMAN says, "without a day's or an hour's intermission, he was at his post of duty, rising steadily and irresistibly through all the grades," entitle him to be considered as a model of soldierly devotion. So unremitting was his service that he could almost have said with MARMONT, Marshal of the Empire, "The Army was my cradle; I have passed my life in it; I have constantly shared in its labors, and have shed my blood for it, in heroic times, the memory of which shall never be lost."

When the civil war broke out, he was just concluding a brief furlough, granted after twelve years' continuous service, he having been slightly wounded in the face in an Indian fight, in August, 1860. A loyal Virginian—in itself a proud title to fame—a very Virginian of Virginians, he loved his country more than his State, and threw his sword unhesitatingly into the scale of the Union. He did good service in Western Virginia and Kentucky in 1861, but in January, 1862, he fought the first battle in the West, and won it. It was THOMAS who pitched that keynote of victory which for three years rang cheerily from the West through the gloom of doubt or despair at the East. Mill Spring was the antidote of Bull Run, and by as much as the hearts of the people sank with Manassas, they soared again at Mill Spring. THOMAS's magnificent defeat of two Confederates at that time in great repute in Kentucky, was of measureless importance in the border States, and, had it not soon been overshadowed by the fresher victories of Henry and Donelson, would have received the meed of praise it merited. It was "the brilliant stroke of Mill Spring," says the historian Swinton, in his "Battle of Donelson," "which alone checked the Confederate incursions into north-eastern Kentucky, and there General THOMAS first chained a victory to the Union standard, and began that series of solid and substantial achievements with which his name is associated."

What need to follow the course of THOMAS from this point onward? Shiloh, Perryville, Stone River, Chickamauga, Chattanooga, the great series of battles from Buzzard's Roost to Atlanta, and finally the memorable Nashville campaign, attest his soldierly genius and the stability of his personal character. Nor was it in the field only that General THOMAS was great and grand. He was, as ROSECRANS says, "distinguished in council as well as on many battle-fields celebrated by his courage. He had everything a soldier needs—the brain to conceive, the judgment to prepare, the energy to execute. He was a man of iron will, of steadiness like the rock, of propulsive power in the stress of battle. He was the soul of honor, the ideal of magnanimity. He was modest to a fault, refusing more honors and advancements than he accepted. He was manly and sincere, and knew no guiding-star but duty. The fidelity and conscientiousness with which he performed his duties under the reconstruction acts at the South, after the war, and the unreserved frankness of his reports and opinions, extorted admiration and disarmed even political censure. But we must forbear from a eulogy which would extend itself beyond limits, and leave history to do him justice. His old comrades will keep his memory green. "The Army of the Cumberland," as General SHERMAN says, "called him father, and will weep for him in tears of manly grief," while the whole Army and the people long will speak of him with respect and reverence.

If Mr. VINCENT COLYER, like most other English-speaking mortals, read in childhood the legend of the "Three Black Crows," which dwindled to two crows, and one, and finally to "something as black, sir, as a crow," he must recall it in seeing his very black Piegan figures reduced in the report of Colonel BAKER, which we publish in another column. Of the 173 Indians killed in the encounter, the Indian Commission reported that 33 were men, 90 were women, and 50 were children. Now, this disproportion in an Indian village from which, there being no hunting or other cause of absenteeism, no men were away, was itself suspicious. Colonel BAKER comes with the true story, which he gives us, not on his single authority, but on the combined and compared "judgments of the officers of the command," so that we may now be reasonably supposed to have come, as Colonel BAKER says, "as nearly as possible to the exact truth." He tells us that of the 173 killed at the Piegan village, 120 were able-bodied men, and but 53 were women and children. In other words, whereas the COLYER report represents that the women and children killed outnumbered the men by 107, Colonel BAKER shows that the latter outnumbered the former by 67. The COLYER story was that the men killed were less than one in five

of the whole number; the official report is that they were over two out of three. Is not Colonel BAKER justified in declaring that "the report published in the Eastern papers is wholly and maliciously false"?

Again, we are now officially informed that 140 women and children were captured and released, nothing of which was stated in the first unofficial story. It must have been known, but was probably regarded as an "immaterial circumstance." Now, the materiality of it is this, that it shows that instead of there being a "wholesale butchery of women and children," but little more than one in four of this class were killed in the fierce attack. We beg those "philo-Pieganthropists" who have been so much disturbed by the attack on BIG HORN's camp, to reflect on the probable results of making a sudden burst on a hostile band of murderers and marauders, huddled together, both sexes and all ages. Perhaps they can explain how such an attack can be made, with every bullet in the first fury of the attack touching just the right object. Colonel BAKER says he believes that "every effort was made by officers and men to save the non-combatants," and that "such women and children as were killed were accidentally killed." Let us hope, even if "against hope," that the result of this affair will warn people not to trust rashly to every first, ill-digested rumor that comes from the Indian campaigning-ground.

THE decision of the British Naval Court at Yokohama, published in another column, is certainly as euphemistic, deprecatory, and lightly-touching as a sentence of censure and penalty could well be. Jack Ketch had acquired such grace and dexterity in his profession that it was reputed a pleasure for a criminal to be swung off by him; and some modern courts have cultivated the *suaviter in modo* with such success that even a condemnation must be gratifying by its politeness. The good ship *Oneida* went down in Yeddo Bay, and with her went six score gallant men, who might have been saved, says the court, had Captain EYRE had the humanity to stay by her a few minutes, or even the grace to set a lookout to note if there should come through the gathering night a signal from her decks or a flash from her guns. The evidence having proved him guilty of desertion of a ship in distress, our mellifluous court, with half-apologetic bow, finds that "we regret to have to record it as our opinion that he acted hastily and ill-advisedly," though, premises the court, as if making sure to give no offence, "we recognize the fact that he was placed in a position of great difficulty and doubt." *Hastily*, indeed! since he pushed on in less than five minutes, as the court finds, although he had crushed such a gaping hole into his victim that his officers and petty officers, as the evidence shows, publicly said the same night in Yokohama that they saw through it clear into the cabin, as the *Bombay* cleared herself and went on.

But it is at least something to have had the moral effect of the six months' suspension, and still more to have had the evidence itself spread out under the eyes of the whole world. There are two questions in the case: one, was the *Oneida* at fault in the catastrophe? the other, was the *Bombay* at fault in leaving her to sink? As to the first point, the court pronounces no opinion directly, courteously declaring that it is beyond its province to pass judgment on the *Oneida*; but it does hold strongly that the *Bombay* at least was not in fault for the collision. We understand the general opinion to be that this point is by no means entirely clear; that, in the first place, there is some chance for argument regarding the general rule of the road; that, in the second place, the peculiar position of the *Oneida* and *Bombay*, when first observing each other, and the course of the *Bombay* afterwards, are subjects of argument; and that, finally, admitting that the *Bombay* was technically right, it by no means follows that the *Oneida* was wrong.

This, however, is the proper subject for elaborate technical discussion in the future. The man on trial for the present is not Captain WILLIAMS, but Captain EYRE; and, as the court has shown by its sentence, the circumstance of his being absolutely right before the catastrophe does not shield him from condemnation for his conduct after the cata-

strophe. Indeed, the evidence before the court is explicit and indubitable on this point, and out of his own mouth and the mouths of his officers the captain of the *Bombay* has been condemned. The testimony of the Americans is uniform that, so far as they could see, the *Bombay* did not stop at all after the accident; but the court finds from the *Bombay* officers that "he waited at the most five minutes after the collision." Lieutenant CLEMENTS, of H. M. S. *Ocean*, testifies that he boarded the *Bombay* on the same night, on her arrival at Yokohama, and Captain EYRE told him, "I have cut the quarter off a Yankee frigate," and that "he had got some of her booms and sails on board, and that he must have knocked one of her boats away or something of that sort," while "either the doctor or the captain said that he could see the lights in her cabins." Lieutenant LEVENTHORPE, of the *Ocean*, testifies that "somebody on board said they could see right into the saloon." Mr. MILLS, an Englishman, boarding at the Yokohama International Hotel, narrates a conversation between the hotel steward and the *Bombay's* carpenter, who said that "a hole had been made in the other ship large enough to look into the cabin." Finally, the court found that "from the questions he asked, Capt. EYRE evidently thought the *Oneida* might possibly have sustained serious injury," while, on the other hand, "no danger to the *Bombay* or her passengers and cargo was apprehended by him." The officers of the *Bombay* testify that they heard "Steamer ahoy!" called out from the *Oneida*, at the time of the collision, and that this report was made to the captain by the fourth officer. Master YATES, of the *Oneida*, tells us that what actually occurred was this: "Mr. STEWART sung out in a loud tone, 'Steamer ahoy! you have cut us down; remain by us.' They remained possibly four minutes, doing nothing, and then steamed off with no lookout set, while at Kanonsaki, three miles off, was seen soon after the flash of the *Oneida's* distress guns."

Such in brief is the story of this fatal recklessness, this commercial spirit utterly careless of life, this "look-out-for-number-one" selfishness of the modern mail marine, which stands out in such contrast to the proverbial unselfishness and gallantry of the old-time sailor.

THE telegraph says the Legislature of British Columbia has voted a recommendation "that Canada purchase Alaska and the State of Maine." We would like very much to know if British Columbia "means business." If so, we can assure it that it can be accommodated in part very quickly. We can hardly spare the old Pine-Tree State, which, true to its motto, *Dirigo*, leads our national column. General CHAMBERLAIN's old soldiers would not like that. But we think a trade might be made for Alaska. Let that brilliant body reconsider its motion, divide it, and put it by divisions. Alas for Alaska! There's no such luck for us as the proposed purchase of the "cold corner." British Columbia is pretty well off for icebergs, and doesn't need to contract for more rocks or ice-floes. We suppose it is a piece of delicate satire on our own annexing proclivities and our professed willingness to swallow any reasonable part of Canada. There is no harm in laughing about this for the present, but if the mountain will not come to Mahomet, Mahomet may go to the mountain; and some fine morning we may yet "unite" British Columbia and Alaska in another way. How would "American Columbia" please our northwestern neighbors as a future name?

THE House Committee on Military Affairs have agreed to a report in the case of Colonel JAMES BELGER, formerly of the Quartermaster's Department, which is important as giving the decision of the Committee on the question of the effect of an order of the President revoking a previous order dismissing an officer. Colonel BELGER was court-martialled for alleged improper transactions while chief quartermaster at Baltimore, and was acquitted by the court, but was dismissed by President LINCOLN on recommendation of Secretary STANTON. Some two years after, President JOHNSON revoked the order of dismissal, and Colonel BELGER applied for his position in the Army, which was refused him on the ground that there was no vacancy.

The Committee report that the order of revocation did not restore him to the Army, which could only have been done by a new appointment and confirmation, and that action on the part of Congress to restore him by legislation would be improper and unwarranted.

THE Senate Military Committee have postponed the consideration of the House Army Bill and the bill of Senator WILSON until Monday next. It is thought probable in Washington that the Senate will pass Mr. WILSON's bill, that the House will adhere to their own bill, and that at the close of the session some compromise will be agreed to in a Conference Committee, as was the case a year ago when the legislation providing for the consolidation of the infantry regiments was adopted.

THE annual reunion of the Society of the Army of the Potomac, which will be held next week, promises to be a brilliant affair. General Grant will be present, and the Secretary of War will be there to respond to the toast of the President, and General Sherman to that of the Army.

A final meeting of the executive committee will be held on Friday evening, April 8, in Parlor C of the Continental Hotel. On the following day, at 1 o'clock, the Society will meet in the Academy of Music. The Rev. Dr. Greise, of Allentown, Pa., will open the proceedings with prayer. The oration, as stated last week, will be delivered by General John H. Martindale, and the poem by George H. Boker, Esq., entitled "Our Heroic Themes." In the evening the banquet will be given at the Continental, the tickets for which will be distributed to members at \$5 each. We may here remark that all honorably discharged officers and soldiers of the Army of the Potomac can join the Society by paying an annual fee of \$3. A reduction of fare on all the railroads connecting with Philadelphia has been made, with the exception of the New York Central, Hudson River, Michigan Central, and Portland and Kennebec roads. Notice is given in another column of a meeting of the Society of the Sixth Army Corps, which will be held at noon on the 8th instant. Officers from New York and vicinity who intend to be present at the reunion should send their names to General Rufus Ingalls, Army Building, Houston street.

WE referred last week to that War Department order which prohibits the use of coal oil at posts, and remands officers to whale oil and candles. For those who are soon to sit in comparative darkness we have found a ray of hope, a glimmer of consolation, in the declaration of a London paper that "a profound astronomer predicts that this year there will be a comet of such brilliancy, and so near the earth, that we shall have our nights almost as bright as our days." This is good news for the dwellers in casemates with their candles, and the denizens of "dug-outs" with their dips. But, unhappily, a savor of unseemly jesting appears as we read on in the paragraph just alluded to: "The Government have, it is believed, ordered the gas to be put out, from June to September, in anticipation of the effects, in every dockyard, arsenal, and public building in the country." The satire, however, may serve to show our condemned, uncoal-oiled, casemated officers, that, for three months of the year, they are to have commiseration from prematurely benighted officers across the seas. Candle-saving is the trouble across the way, but fear of setting a stone casemate afire is our more laudable motive for returning to ancient and fish-like oils, and the dips of a primeval order of illumination.

THE House Committee on Naval Affairs have agreed to report for passage the following bills:

To reinstate Lieutenant-Commander Joshua Bishop.

To place the names of C. H. Pendleton and R. P. Leary on the active list as lieutenant-commanders.

To pay prize money to Ensign George M. Smith, who was taken prisoner, and whose name was improperly dropped from the books of his ship.

To pay to Captain John Faunce and other officers of the *Harriet Lane*, the difference between the pay of naval officers and officers in the revenue service.

To pay the officers and crew of the *Kearsarge* for the destruction of the *Alabama*.

The Committee have requested the Secretary of the Navy to order some line officer of high rank before them, to explain the duties of an executive officer, and the necessity of maintaining such an office.

The Senate Naval Committee are unanimous in regarding their bill for the appointment of naval apprentices as of great importance to both the Navy and the merchant marine of the country in securing efficient and intelligent seamen and warrant officers. The Committee have reported to the Senate a joint resolution providing for the appointment of a board of naval officers to judge as to the merits of those officers who have been unjustly passed over by promotion.

GENERAL SHERMAN ON THE LOGAN BILL.

WASHINGTON, March 22, 1870.

Hon. Henry Wilson, Chairman Military Committee, United States Senate.

DEAR SIR: I have been repeatedly urged by friends and even by members of Congress to give to the country my views of the bill reducing the number of officers in the Army, which recently passed the House of Representatives, and of the speech with which General Logan accompanied it. It is positively prohibited to officers of the Army to resort to the press in official matters, but it is eminently proper that you, who have requested it, should know my opinions of the matters involved, and accordingly I submit them to you in the form of a letter.

The first defect of this bill is one of omission. The law of 1866, fixing the peace establishment, clearly described what the peace establishment should be. The appropriation bill of March 3, 1869, broke up 20 regiments of infantry, and prohibited all future promotions and appointments in the staff corps till the prohibition should be removed by Congress. By the operation of this enactment, all the staff corps and departments will cease to exist with the lives of the present incumbents, and very soon we will have insufficient quartermasters, paymasters, surgeons, etc., to provide for the absolute necessities of the troops in the field. Congress should now fix some standard for these corps, and let us work to that standard. The assertion made by General Logan that the number of staff officers in our small Army exceeds those of France and Russia, is so wide of the truth, that it does not admit of argument. Our Army of 40 regiments would make two corps d'armee, or six full divisions, or 12 brigades, requiring for actual service 1 general, 2 lieutenant-generals, 6 major-generals, and 12 brigadiers; whereas, we have 1 general, 1 lieutenant-general, 5 major-generals, and 8 brigadiers. If you will send to the Congress library for "Hart's Army List" for 1869, you will find in the English army, estimated at 130,000 men, the names of 4 field-marsals, 80 generals, 149 lieutenant-generals, 416 major-generals, and 791 colonels. The French army contained at latest dates 459 marshals and generals, 611 adjutant and inspector-generals, 532 engineers, 315 in the ordnance corps, and other officers performing duties which correspond with those of our staff, amounting with the above in the aggregate to 2,567 officers, exclusive of their surgeons and assistant surgeons. Thus the French army has more generals alone than we have of generals and staff together, and more engineer officers than we have in all our staff corps put together. In like manner the North German (Prussian) army has 49 generals, 57 lieutenant-generals, and 99 major-generals, 115 staff proper, 80 adjutants, 332 engineer officers, 1,298 surgeons, 507 paymasters, and other officers corresponding with our staff, including the above, amounting in the aggregate to 3,181. I cannot imagine where General Logan got his figures, but having himself alluded to foreign armies, it is right that this correction should be made right here. This bill provides for the absolute discharge of two major-generals and two brigadier-generals, leaving in the Army three of the former and six of the latter. To compel the President thus to discharge four of his old generals who have served under him, and who have fairly earned their commissions, will be the most ungracious task that was ever imposed upon the Executive; more especially when he has just expressed the opinion that their services are needed, and are not in excess of the Army organization. Our present heads of bureaus have now the rank and pay of brigadier-generals, and this bill proposes to muster them out, or give them the hard option of dropping back to the rank of colonel. None but a soldier can realize the cruelty of this measure, and to characterize such men as General Meigs and General Eaton as inspectors of shoes and bean soup, on the floor of Congress, is a taunt unworthy the place; for Congress itself has imposed on these very officers, by name, administrative and judicial functions that heretofore have been the province of learned judges. Claims involving hundreds of millions of dollars, and the most complicated principles of law, have been adjusted by them, saving millions of dollars to the National Treasury, and eliciting the hearty approval of the members of Congress who have witnessed their labor and fidelity. I need not constitute myself their advocate, for I have heard you bear testimony to the truth of the above statement. If Congress cannot afford to pay them the salary of brigadier-generals, it should be so declared, and not based on the measure and importance of their work. To reduce an officer from one grade to a lower has hitherto been done only as the extreme penalty of the law, on conviction by a court, for some misdemeanor. I confess, when listening to the debate in the House of Representatives on the Army bill, and when an amendment was proposed to permit retired officers to hold civil office, I was pained to hear the remarks of members, who seemed to think it something very wrong. A law already exists forbidding the President from putting a retired officer on military duty of any kind, and by the bill now under consideration it is further proposed that they shall not even be eligible to such petty civil offices near their homes as their neighbors might choose to elect them to fill. Senator Carpenter, a day or two ago, applied to me for an order to put on duty a retired officer of his acquaintance, and I told him it was prohibited by a law of the present Congress. He was disposed to deny the existence of such a law, because he said it was "against humanity," and he would not believe it until I showed him the law itself. Now that these veteran soldiers are barred in one direction, it is proposed to cut them off in another direction. The Senate has just confirmed as Minister to Spain General Sickles, who is a retired and crippled officer. By this bill he will be ousted, and all of these officers will be debarred from increasing their small pensions by earning the fees of civil offices for which they may be eminently fitted, and whose salaries would, it may be, enable them to support their families. While the cry goes forth extending liberty and the franchise to

all races and to all kinds of men, it is proposed to deny them to the very soldiers who sacrificed their limbs and their bodies to attain the result.

In England, and in other lands which we call "despotic," the veteran officers and soldiers are eligible even to Parliament, as well as to all other civil offices, and are universally appointed to the civil list, without limit or prohibition, and without losing their half pay. What reason is there that a retired officer, whom the President cannot appoint to military duties, may not be a postmaster of his village, marshal or sheriff of his county, a judge or magistrate, or hold some of the hundred thousand civil offices that necessarily exist under our general, State, county, and municipal governments? When I recall that in 1865 our national Government was paying \$300 bounty for soldiers, and some of our States, counties, and towns swelled it to \$1,000, and when our countrymen were shouting aloud the praise of our officers and men, I little dreamed that to such as had the misfortune to be maimed and crippled would be denied the simple privilege of enjoying the salaries of civil officers in addition to such limited pensions as the Government could afford. Then nothing was too good for the valiant officer and soldier; now how changed! General Logan estimates that the aggregate reduction of expenses by this bill will be \$3,000,000 a year. I assert that this bill makes no reduction of expense at all, for he himself says that the principle of this bill is to take from higher and to give to lower grades of officers, and the bill touches no other items of expense.

Death is already doing his work among our veterans, it being susceptible of proof that the death-rate among officers and soldiers of the late war, though they may have escaped the bullet, is at least double what is the case with civilians of like age and condition, who stayed at home. The number of officers left in excess of the organization one year ago was 622; the number in excess to-day is 485, showing a diminution by death, etc., of 137. There are 105 vacancies in the grade of second lieutenant, which can be filled from this list by allowing two first lieutenants to a company, and the extra captains, as now for Indian service, until the aggregate comes down by ordinary casualties to the standard of law. There are 66 vacancies in the staff corps of the Army, which would be filled by promotion, and from this list, if the legal prohibition were repealed. When the retired list is increased to 250, as universally proposed in the Logan bill as well as in all others, there will be places for 80 more of these officers. Thus 250 of the present surplus will be absorbed, and there will remain in excess only 235 of these. I am free to confess the Army can spare 100 or more by reason of their proven unfitness for military service, leaving the surplus only 135, which is less than the casualties for the last year, so that there is no good reason why Congress should forcibly muster out any of these officers on the plea of economy. We have plenty of work, and more too, for every officer now in the Army Register who is willing and fit for his profession. I assert that, since the close of the civil war, no class of our people has conformed more cheerfully to the demand for economy on the part of the General Government than the Army itself, and no class of men ever surrendered back the exercise of power and authority with more grace and patriotism than its officers.

The very instance which General Logan quotes is proof of this. Many captains and many subalterns but a few years ago were leading brigades in battle, or commanded divisions. Congress, in the reduction of 1866, generously allowed them to preserve their insignia of rank at their own expense, so that the strap of a major-general may be seen, as General Logan says, in the rank of file closers. Can this be a cause for a sneer on the floor of Congress? Is it not rather a source of national pride, that we have in our ranks, as captains and lieutenants, men who in war have already proved that they are qualified for higher command? At all events, there can be economy in this, for the law clearly provides that an officer shall in no event receive one cent additional pay by reason of the simple privilege of wearing the shoulder-strap of his former grade. That only tells his fellow-soldiers that he had once commanded a brigade, or may be a division, in battle.

I admit the brevet system was shamefully abused about the close of the war; that brevet rank was lavishly and recklessly bestowed—it may be, in reward for political service, for family influence, and for other objects never sanctioned by the Army itself. This was not the act of the Army, but of Congress or of the President of the United States, who may thus have cheaply rewarded men who had never heard a shot, but who wanted some sort of military fame. I believe that these brevets do disturb the unity and harmony of the Army, and they should never have been bestowed save for bravery in actual battle. Therefore I am willing that they should all, bad and good alike, be abrogated; but it should not be accredited to economy, for Congress long since took good care that these brevet commissions should carry no pay or recompense whatever.

I do not object to a salary bill, or any bill, Congress may, in its wisdom, adopt.

I have strenuously endeavored to diminish the expenses of the Army wherever or whenever my authority was adequate. I found, on my arrival here, my headquarters in a hired building used by my predecessor. I did not occupy it at all, but moved with all my staff into three rooms of the War Department building. I found a regiment of infantry in Washington, a company of artillery, and a company of cavalry. The infantry regiment is now in Arizona; the company of cavalry is to start April 1 for the Plains; and the artillery company goes to Newport, R. I., to replace troops sent to North Carolina.

Personally I occupy the same dwelling which General Grant did before me, which some kind friends in New York and Boston bought and presented me, and I have spent every cent, and more too, of the pay allowed me by law in keeping it up. I have endeavored to entertain my friends, come from what quarter they might, and have given some dinners, and some "receptions," and

hope to do so again, at my own expense, not the people's. If my pay is reduced I may not be able to do it to the same extent hereafter, but never will I receive the courtesies or hospitalities of others unless I can reciprocate them. Invidious comparisons have been made between my salary and that of the Chief Justice and Cabinet Ministers. All I can say is, that it is and has been a shame that a country with 40,000,000 of people should stint their Chief Justice and Cabinet Ministers as this Government now does.

The President himself assured me, before I came to Washington, that I could not live on my salary here if I had to pay the rent of a house, and in his annual message he called attention to the inadequate pay of the Justices of the Supreme Court, and inferentially of the Cabinet Ministers. If it lay in his power, I believe this disparity would not exist an hour, and that he would not level down, but raise up. The demagogues might of course cry aloud "Extravagance!" but the people would say Amen. The people of this country when appealed to are not mean. They want real economy and honest responsibility, and these all are allied to justice. I claim that I have earned my past and present pay; that during the war, when I commanded more men than the Duke of Wellington had in Spain, my pay as brigadier and major-general was less than his private secretary's, and was so small, that though I lived on a soldier's rations, my pay was not more than enough to maintain my family in Ohio. I did not complain of it then, nor do I now, but I believe that my present pay is not wholly for present work, but is in great part for past services. I will say the same for Generals Sheridan, Meade, Thomas, for all of our present general officers, and it is nobody's business whether they are married or single, or what use they make of their salaries. This is a consideration too contemptible for discussion. What money will pay Meade for Gettysburg? What Sheridan for Winchester and Five Forks? What Thomas for Chickamauga, Chattanooga, or Nashville? What American would tear these pages from our national history for the few dollars saved from their pay during their short lives? I honestly believe that the ranks of general and lieutenant-general should remain as incentives to honorable exertion in all times to come, and that to terminate these posts of honor during the lives of our war generals would be an act of unkindness to them personally which the country does not demand, but quite the contrary.

I make this strong appeal not for myself, but for the Army and for my comrades, for whom I have a right to speak in their absence. I have the honor to be your obedient servant,

W. T. SHERMAN, General.

A TRIBUTE TO THOMAS.

THE following glowing but just characterization of General Thomas is from Mr. Wm. Swinton's admirable war-book, the "Twelve Decisive Battles," and forms part of the "Battle of Nashville," written for that volume by Mr. George E. Pond (to whom special acknowledgment is made in the preface), better known, perhaps, to some of our readers under his *nom de plume*, "Philip Quillbet." This eloquent portraiture, made by Mr. Pond several years ago, can stand without alteration as if written to-day:

The figure of Thomas looms up in many respects without a superior, in most respects without a rival even, among the Union generals created by the war.

When the Rebellion opened Major Thomas was a soldier of twenty years' experience, during which he had not only not turned aside to the attractions of civil life, but had accepted only two furloughs. It was during his latter leave of absence that the insurrection broke out, and Thomas received the colonelcy of his regiment, now styled the Fifth Cavalry.

From this time the fame of General Thomas becomes national. His complete and admirable victory at Mill Spring was the first triumph of magnitude for the North since the disaster at Bull Run, and brought back a needed prestige to the Union arms. As commander of the Fourteenth Army Corps, under Rosecrans, he was conspicuous in the marching and fighting which preceded Murfreesboro', and all-glorious in that decisive battle. Him Rosecrans then portrayed as "true and prudent, distinguished in council and celebrated on many battle-fields for his courage." It was he who alone and unaided saved the Army of the Cumberland at Chickamauga, when the example of all around him might have excused him for flying from a lost field. And again, accordingly, the enthusiastic tribute of praise comes up in the report of Rosecrans: "To Major-General Thomas, the true soldier, the prudent and undaunted commander, the modest and incorruptible patriot, the thanks and gratitude of the country are due for his conduct at the battle of Chickamauga." It was Thomas whose troops, "forming on the plain below with the precision of parade," made the wonderful charge on Missionary Ridge, which threw Bragg back into Georgia. It was he who, in the grand Atlanta campaign, commanded under Sherman more than three-fifths of that army, and who delivered the opening battle at Buzzard's Roost and the closing battle at Lovejoy's. It was Thomas, in fine, who set the seal of success on the Georgia campaign, 300 miles away at Nashville.

Imposing in stature, massive in thigh and limb, the face and figure of General Thomas consort well with the impression made by his character—the firm mouth, the square jaw, the steady blue eye, the grave expression habitual on the impassive countenance, being indexes to well-known traits. The war showed that his gifts, like his qualities, were in the main of that more solid and substantial sort which gain less immediate applause than what is specious and glittering, but which lead on to enduring fame. Yet there was noticeable in him a rare and felicitous union of qualities which do not often appear with full vigor in the same organization. Cautious in undertaking, yet, once resolved, he was bold

in execution; deliberate in forming his plan, and patiently waiting for events to mature, yet when the fixed hour struck, he leaped into great activity. Discretion in him was obviously spurred on by earnestness, and earnestness tempered by discretion. Prudent by nature, not boastful, reticent, he was not the less free from the weakness of will and tameness of spirit which are as fatal to success as rashness. He was, in short, one of those "whose blood and judgment are so well commingled that they are not a pipe for Fortune's finger to sound what stop she pleases."

Of his complete mastery of his profession in all its details, of his consummate skill as a general, the best monument is the story of his battles; for he never lost a campaign or a field; he never met his enemy without giving him cause to grieve for the rencontre; and he culled laurels from fields on which brother officers were covered with disgrace, and more than once plucked up drowning honor by the locks, as at Chickamauga. As he did not himself fail, so he did not suffer himself to be ruined by incompetency in superiors, much less in subordinates, for he was accustomed to consider beforehand such possibilities, and to guard against them. His successes were won by art, not tossed to him by fortune, and whenever victory came to him he was conscious of having earned it. Such successes indicate temperaments at once solid and acute, and in which wisdom and valor concur—Nestor of the council, and Hector of the field.

He was a soldier who conned his maps before he marched his army, who planned his campaign before he fought it, who would not hurry, who would not learn by thoughtless experiments what study could teach, who believed in the duty of a general to organize victory at each step. He was a lover of system, and was nothing if not systematic. He approved what was regular, and required proof of what was irregular; had that fondness for routine which does not ill become an old army officer; and even in exigencies desired everything to proceed duly and in order. He was not a slave to method, but naturally distrusted what was unmethodical; and that he invariably won battles by virtue of time-honored principles, and in accordance with the rules of the art of war, was, besides its value to the country, a truth invaluable to military science in the land, whose teachings had been somewhat unjustly cast into contempt by the conduct of other successful soldiers.

His Nashville campaign gave more than one instance of the trait just noted. Superiors were vexed at his constant retreat from the Tennessee, at his flight behind the parapets of Nashville, at his delay to attack the investing force; but neither this vexation nor the danger of removal which threatened him could avail with Thomas, for that soldier would not be badgered into premature battle. Soon after, the wisdom of Thomas in delaying attack in order to mount his cavalry approved itself, for never before in the war had grand victory been so energetically followed by pursuit. In the battle itself, too, spectators fancied that he was pausing too long before engaging his right flank, but he held that wing poised as it were in the air till the fit moment, when he swung it like a mighty sledge upon the Confederate, and smote him to the dust.

The best justification of his system was its success, for if discreet he was safe; if slow, sure. One of his earlier friendly nicknames was "Old Slow Trot," and another, "Old Reliable," while later troops sometimes called him "Old Pap Safety." He provided for dilemmas and obstacles, he suffered no surprises, made no disastrous experiments at the sacrifice of position, of prestige, or of the lives of his troops; and indeed he was wont to make his enemy pay dearly for the privilege of defeat, and usually lost fewer troops in action than his adversary, whether pursuing the offensive or the defensive. Thus, if the processes of his thought were slow of evolution, they at least attained to their goal.

His natural impulse would seem to be to stand *indefatigable* on the defensive, and having taken manfully his enemy's blows till the assailant was exhausted, then to turn upon him in furious aggression; so it was with his first national victory at Mill Spring, and so with his latest at Nashville, while his fight at bay at Chickamauga is immortal. A fine analyzer of character might perhaps trace a sympathy between this military method on the one hand, and the well-known personal traits of the soldier on the other—his modesty, his unassuming, unpretending spirit, his absence of self-assertion and habit of remaining in the background; and therewith his vigor when roused, and his bold championship of any cause intrusted to him. At all events, the fame of his persistency, of his firmness, almost amounting to obstinacy, of the unyielding grip with which he held his antagonist, became world-wide. When Grant hurried to the relief of beleaguered Chattanooga, there to supplant Rosecrans, he telegraphed to Thomas, then in command, "Hold on to Chattanooga at all hazards;" to which message came the sententious response—"Have no fear. Will hold the town till we starve." When steadfast he stood in Frick's Gap, on the field of Chickamauga, after the columns on both his flanks had given way, the torrent of Bragg's onset, the hail of fire that swept the Union ranks, moved him not a jot from his firm base, and the billow that swamped the rest of the field recoiled from him. "The rain descended, and the floods came, and beat upon that house; and it fell not; for it was founded upon a rock." Thereafter, the soldiers of his Army of the Cumberland were wont to call him "The Rock of Chickamauga."

Grave and wise at the council board, yet it is on the well-contested field that Thomas shines most conspicuous. In the ordinary tide of battle he is emphatically the Imperturbable—calm, poised, entirely cool, self-possessed, one on whom the shifting fortunes of the day have only a subdued effect, and whose equanimity even success cannot dangerously disturb. But he is greatest in extremity, that "trier of spirits." In the supreme moment of exigency which demands a great soul to grasp it—such an one as came to o'ertasked Hooker at Chancellorsville—Thomas shines out pre-eminent, and asserts his superiority. Phlegmatic at most hours, the

desperate crises of battle are alone sufficient to stir his temperament into fullest action, and then his quiet, steady eyes flame a little with battle-fire.

He had the great quality of inspiring in his troops perfect confidence and great devotion. Indeed, his soldierly skill was well set off by the air and manner of a soldier—unaffected, manly, far from the pettiness bred by long pampering in the drawing-room, but with a simplicity, robustness, and hardness of character, like that of his own physique, the inheritance of thirty years in field and garrison. Dignified and decorous, his brother officers found him free from show and pretence, frank, open, and magnanimous; while to his troops he was kindly and amiable. He excited no envy or jealousy in his rivals, who found him straightforward and conscientious; and his men had cause to know that he was observant of merit and rewarded it. His reputation was without reproach, his controlled temper superior to the vicissitudes of camp and battle, and joined to them was a courage which set life at a pin's fee. A Virginian, and of such social ties as might well have made him "a Pharisee of the Pharisees," he had proved at the outset the quality of the allegiance he bore to the Republic, by casting in his lot with the Union arms. His loyalty was disinterested, and the result of conviction, not of political aspiration.

The progress of the war, too, gave him, as it did so many officers, a chance to show the quantity and stability of his patriotism. Even while the country resounded with the glories of Chickamauga and Missionary Ridge, Sherman, his junior in experience, in length of service, and in years, and his equal only in rank, was appointed over him to the command vacated by General Grant. Without murmur, perhaps without thought of injury, Thomas took his place under Sherman with the cheerful obedience of a true soldier. On the eve of Nashville, he was to have been relieved of command, but desired, for the sake of the country, that he might execute a long-formed plan, after which he would be at such disposal as might seem fit.

Such was General Thomas, the completely rounded, skilful, judicious, modest soldier—a man compact of genuine stuff, a trustworthy man—

Rich in saving common sense,
And, as the greatest only are,
In his simplicity sublime.

MR. WILSON'S ARMY REDUCTION BILL.

In the Senate, March 25, Mr. Wilson asked, and by unanimous consent obtained, leave to bring in the following bill; which was read twice, referred to the Committee on Military Affairs, and ordered to be printed:

SEC. 1. That the President be, and he is hereby, authorized and directed, on or before the first day of September, to reduce the number of enlisted men in the Army to twenty-five thousand, and thereafter there shall be no more than twenty-five thousand enlisted men in the Army at any one time, unless otherwise authorized by law.

SEC. 2. That the President be, and he is hereby, authorized, at his discretion, honorably to discharge from the service of the United States officers of the Army who may apply therefor on or before the first of September; and such officers so discharged under the provisions of this act shall be entitled to receive, in addition to the pay and allowances due them at the date of their discharge, as follows: officers who have served more than ten years, two years' pay and allowances; officers who have served more than five years and less than ten years, one and one-half year's pay and allowances; officers who have served less than five years, one year's pay and allowances.

SEC. 3. That the President be, and he is hereby, authorized, at his discretion, to place on the retired list of the Army, on their own application, any commissioned officers of the cavalry, artillery, or infantry regiments who have now been thirty years in the service, and the officers who may be retired by virtue of this section shall be entitled to the same pay and emoluments as are now allowed or may hereafter be allowed to officers retired from active service.

SEC. 4. That the proviso of the sixteenth section of the act approved August three, eighteen hundred and sixty-one, limiting the number of officers on the retired list to seven per centum of the whole number of existing officers, be, and the same is hereby, repealed; and hereafter the number of officers who may be retired in accordance with existing laws shall be in the discretion of the President: *Provided*, That the whole number on the retired list shall at no time exceed three hundred.

SEC. 5. That the offices of general and lieutenant-general of the Army shall continue until a vacancy shall occur in the same, and no longer; and when such vacancy shall occur in either of said offices, immediately thereupon all laws and parts of laws creating said office shall become inoperative, and shall, by virtue of this act, from thenceforward be construed as repealed.

SEC. 6. That no appointment to the grade of major-general shall be made until the number of officers of this grade is reduced to three, after which appointments to this grade shall be made in the manner now provided for by law.

SEC. 7. That no appointment to the grade of brigadier-general shall be made until the number of officers of this grade is reduced to six, after which appointments to this grade shall be made in the manner now provided for by law.

SEC. 8. That whenever a vacancy shall occur in the offices of adjutant-general, quartermaster-general, commissary-general of subsistence, chief of ordnance, chief of engineers, paymaster-general, surgeon-general, and judge-advocate-general, such vacancy shall be filled by the appointment, according to existing laws, of an officer who shall have the rank and pay of a colonel of cavalry.

SEC. 9. That the grade of regimental commissary in the several cavalry regiments is hereby abolished; and

the lieutenants now holding the appointments of regimental commissary may be assigned for duty to companies of their regiments, and shall fill the first vacancies that may occur in their respective grades of first or second lieutenant in the regiments to which they now belong; and nothing herein contained shall affect their relative rank with other lieutenants of their grade.

SEC. 10. That the grades of regimental commissary sergeant, regimental hospital steward, and veterinary surgeon are hereby abolished. The number of corporals in each company of cavalry, artillery, and infantry shall be reduced to four, and the said non-commissioned officers shall have the privilege of receiving an honorable discharge, with full pay and allowances to the actual date thereof, if they shall so elect, in preference to remaining in the service in such other grades as may be assigned to them by the Secretary of War.

SEC. 11. That the commanding officers of the several military departments and chiefs of the several staff departments of the Army shall, as soon as practicable after the passage of this act, forward to the General of the Army a list of officers serving in their respective commands deemed by them unfit for the proper discharge of their duties, setting forth specifically in each case the cause of such unfitness. The Secretary of War is hereby authorized and directed to constitute a board, to consist of one major-general, one brigadier-general, and three colonels, three of said officers to be selected from among those appointed to the Regular Army on account of distinguished services in the volunteer force during the late war, and on the recommendation of such board the President may retire any of the said officers, with six months' pay proper.

SEC. 12. That all vacancies now existing, or which may hereafter occur, in the cavalry, artillery, infantry, Quartermaster's Department, and Corps of Engineers, shall be filled by the supernumerary officers of infantry, until the entire number of such officers shall be absorbed; and where vacancies exist in the grade of second lieutenant in any company of cavalry, artillery, or infantry, an additional first lieutenant shall be assigned to such company, in lieu of the appointment of the second lieutenant, until the supernumerary first lieutenants of infantry shall be absorbed.

SEC. 13. That if any supernumerary officers shall remain after the above provisions are carried into effect, they shall be furloughed, at half pay, until they are assigned to fill vacancies occurring in the cavalry, artillery, and infantry regiments; or, if they so elect, they shall be discharged with one year's pay and allowances.

SEC. 14. That it shall not be lawful for any officer of the Army of the United States on the active list to hold any civil office, whether by election or appointment, and any such officer accepting or exercising the functions of a civil office shall at once cease to be an officer of the Army, and his commission shall be vacated thereby.

SEC. 15. That nothing in this act shall be construed to prevent the assignment to duty, as additional second lieutenants, or brevet second lieutenants, of the graduates of the Military Academy.

SEC. 16. That the professors at the United States Military Academy whose service in the Army and at the Academy exceeds twenty-five years, shall have the assimilated rank of colonel of engineers, and those whose like service is less than twenty-five but exceeds fifteen years, shall have the assimilated rank of lieutenant-colonel of engineers, and all other professors shall have the assimilated rank of major of engineers, and said professors are hereby placed on the same footing as all other officers of the Army as regards retirement from active service.

SEC. 17. That section second of the act entitled "An act making appropriations for the support of the Army for the year ending June thirty, eighteen hundred and sixty-eight, and for other purposes," approved March two, eighteen hundred and sixty-seven, be, and the same is hereby, repealed.

SEC. 18. That the President of the United States be and he is hereby, authorized to drop from the rolls of the Army for desertion any officer who is now or who may hereafter be absent from duty three months without leave; and any officer so dropped shall forfeit all pay and allowances due or to become due, and shall not be eligible for reappointment.

SEC. 19. That no officer of the artillery corps below the grade of field officer shall hereafter be promoted to a higher grade before having passed a satisfactory examination before a board of three artillery officers senior to him in rank, to be appointed by the Secretary of War.

SEC. 20. That the sixth section of the act approved March 3, 1869, prohibiting new appointments and promotions in certain staff corps and departments of the Army, be, and the same is hereby, repealed, so far as the same applies to the Medical and Quartermaster's Departments and the Corps of Engineers.

SEC. 21. That the pay of the officers of the Army shall be as follows: the pay of the general shall be \$12,000 a year; lieutenant-general shall be \$10,000 a year; the pay of major-general shall be \$7,500; the pay of brigadier-general shall be \$5,000; the pay of colonel shall be \$3,500; the pay of lieutenant-colonel shall be \$3,000; the pay of major shall be \$2,500; the pay of captain, mounted, shall be \$2,000; the pay of captain, not mounted, shall be \$1,800; the pay of adjutant shall be \$1,800; the pay of regimental quartermaster shall be \$1,800; the pay of first lieutenant, mounted, shall be \$1,600; the pay of first lieutenant, not mounted, shall be \$1,500; the pay of second lieutenant, mounted, shall be \$1,500; the pay of second lieutenant, not mounted, shall be \$1,400; the pay of chaplain shall be \$1,400; the pay of aide-de-camp to major-general shall be \$200 per annum in addition to pay of his rank; the pay of aide-de-camp to brigadier-general shall be \$150 per annum in addition to pay of his rank; the pay of acting assistant commissary and assistant quartermaster shall be \$100 in addition to pay of their rank; and there shall be allowed and paid to each and every commissioned officer below the rank of brigadier-general, including chaplains and others having assimilated rank or pay, ten per

centum of their current yearly pay for each and every term of five years of continuous service: *Provided*, That the total amount of such increase for length of service shall in no case exceed forty per centum on the yearly pay of his grade as established by this act: *And provided further*, That the pay of a colonel shall in no case exceed four thousand five hundred dollars per annum, nor the pay of a lieutenant-colonel four thousand dollars per annum; and these sums shall be in full of all commutation of quarters, fuel, forage, servants' wages and clothing, longevity rations, and all allowances of every name and nature whatever: *Provided*, That fuel, quarters, and forage in kind, may be issued to officers by the Quartermaster's Department, as now allowed by law and regulations: *And provided further*, That when any officer shall travel under orders, and shall not be furnished transportation by the Quartermaster's Department, or on a conveyance belonging to or chartered by the United States, he shall be allowed ten cents per mile, and no more, for each mile actually by him travelled under such order, distances to be calculated according to the nearest post-routes, and no payment shall be made to any officer except by a paymaster of the Army. Officers retired from active service shall receive seventy-five per centum of the rank upon which they retired.

THE NATIONAL GUARD.

TWELFTH INFANTRY.—Company I of this regiment, Captain John H. French commanding, on Thursday evening of last week gave what was termed a "calico sociable," at Apollo Hall. This company in January last gave its regular annual ball at the same place, and it met with such success, that the company was encouraged to introduce something original in the way of military entertainments. It is true the ball on Thursday evening was more calico in name than in reality; but one thing it was not—it was not shoddy. There were a few calico dresses, but only a few. The hall was gaily decorated, and so were most of the company. Military gentlemen were numerous, and included a large delegation from the Thirtieth Infantry of Brooklyn, among whom were Colonel Frederick A. Mason, Captain Tanner, Lieutenants Pedroncelli, Laidlaw, Brooks, Wheeler, Private Merkert, and others; Lieutenant-Colonel Dunn, of the Eighth; Colonel Perley, of the First; and any number of the company officers and members of the Seventh, Eighth, Ninth, Twelfth, Twenty-second, Thirty-seventh, and other organizations were present. Sergeant Gallagher, of the Twelfth, appeared as usual in citizen's dress. The music, which was furnished by the regimental band, under the leadership of Professor Otto, was appropriate and excellent. Everybody was in good spirits, and thoroughly enjoyed the occasion, despite of some little omissions on the part of the committee in charge. The crowded state of the room and the constant demands of so large an assemblage probably offer some little excuse for this oversight. The following are the names of the various committees, the name of the second officer in command being noticeable for its absence: Reception Committee—Captain John H. French, chairman; First Sergeant Edw. Faekner, Color-Sergeant Geo. Baumgartner; Veterans J. W. Mullen, J. M. Schenck; Privates John Dwyer, M. J. Mooney, Wm. Hoffman, Chas. Thomas. Floor Committee—Lieutenant Henry B. Wilson, chairman; Quartermaster-Sergeant Thos. J. Ellison; Sergeants Henry O. Storms, Wm. P. Kauth, John H. Anderson; Corporal Chas. Weeks, Private G. Cameron. Executive Committee—Sergeant William H. Schwalbe, chairman; Color-Sergeant Thomas Wilson; Corporals S. H. Crook, Jr., Joseph O'Brien; Privates Alvan Lyon, E. H. Ogden, Chas. French.

Pursuant to orders from First brigade headquarters, an election will be held on the evening of the 8th inst. at 7:30 o'clock at the regimental armory, south-east corner of Broadway and Fourth street, for the purpose of filling the offices of lieutenant-colonel and major, which have become vacant by the resignation and discharge of Lieutenant-Colonel Knox McAfee and Major Andrus B. Howe.

Drills by wing of this regiment have taken place during the week at the State arsenal; the right wing (Companies A, C, E, F, and I), on Monday last, Companies C and F being consolidated to make four commands and twelve files front; and the left wing (Companies B, D, G, H, and K), on Tuesday, Companies H and K being consolidated to make the same number of commands, with the same frontage as the right wing. Colonel Ward was in command on both occasions, and the movements were in part similar to previous battalion drills held during the season. In these last drills the regiment has exhibited marked improvement; and the drill of the left wing we consider to be one of the best of the twelve this season, and unusual steadiness was displayed.

THIRTIETH INFANTRY.—The right wing of this regiment, comprising Companies B, C, F, I, and K, assembled at the Portland avenue arsenal, Brooklyn, on the 24th ult. for drill and instruction. The battalion was divided into six commands of eight files front, Colonel Mason being in command, and Lieutenant-Colonel Briggs, Major Daniell, and Adjutant Richards also in attendance. This was the first wing drill of the season, and it was scarcely to be expected that great proficiency would be exhibited either by the men or the officers; yet in the various movements executed both did remarkably well, and the drill, as a whole, was quite satisfactory. The Thirtieth, however, must improve in steadiness if it wishes to get unreserved praise. At this drill the majority of the men, both when at a halt and on the march, failed

to keep their heads and eyes to the front, or their hands from going to their heads or other portions of their bodies not requiring the immediate presence of hands. Officers and men generally during the drill recognized friends among the spectators. This is genial, but unwarrantable. Let them control their generous emotions until a "rest" is given, or, better still, until the end of the drill. During one of these "rests" we observed that the line was allowed to be broken, and in some instances men left the ranks and room without permission of their officers. Gentlemen of the Thirtieth! pray remember that a "rest" does not involve the destruction of the "line," which should not be left by the men without permission of their officers. At a halt at one time we observed a sergeant on the right of the right company, who should have known better; bowing to a friend, and fanning himself with his hand, his musket at the time being at a "right shoulder," and it was several minutes before he came to a "carry." We note these points not for the special benefit of the Thirtieth, in which we take great interest, but for the benefit of at least two-thirds of the regiments of either division, at whose drills we have observed the same defects and lack of steadiness. The Thirtieth is the growing regiment of these divisions, and as its aim is high it ought not to need more than this suggestion to induce it to remedy so marked errors. The majority of the men appeared in the new gray fatigue uniform, but the company on the left still wear the blue, which we hope will soon be changed, as the general effect of the line is materially marred by the present variety of color.

INDEPENDENT BATTERY G.—Special Orders from the First division headquarters states that, "it appearing from evidences on file at these headquarters that many of the men formerly attached to Batteries A, D, F, G, and I of the First regiment Artillery, consolidated into one battery designated as Battery G, in pursuance of General Orders No. 17, series of 1869, from General Headquarters, have entirely neglected to perform the duties required of them, it is hereby ordered that a muster and inspection of this battery take place at the armory, corner of White and Elm streets, on Wednesday evening, the 6th of April next, at 8 o'clock, with a view of correcting the rolls by dropping therefrom the names of such men as shall appear to have disregarded the order of consolidation by continual neglect of duty. Colonel Wm. H. Chesebrough, division inspector, is detailed to make the muster and inspection herein ordered, and returns of the same as provided in General Orders No. 15, series of 1869, from these headquarters. Captain E. M. Le Moynes, supernumerary, commanding Battery G, is charged with the promulgation of this order."

SERENADE TO BREVET BRIGADIER-GENERAL BENDIX.—On the evening of the 27th inst. Colonel and Brevet Brigadier-General John E. Bendix, the commander of the Fifth Infantry, was a serenade at his residence, by the regimental band, accompanied by the drum corps and the entire regiment. Previous to the serenade the left wing had assembled at the State Arsenal for battalion drill, Lieutenant-Colonel Kraeger being in command, assisted by the senior officer of the regiment, Captain Bruer, who acted as field officer. During this drill much surprise was expressed at the large number of men in the uniform of the Fifth occupying the seats as spectators, and the mystery was only solved when it was learned that these spectators composed the right wing of the regiment, who had been ordered there for the purpose of uniting with the left wing for the proposed serenade. Brevet Brigadier-General Bendix was also among the spectators, but was prevented from assuming command on account of a hoarseness caused by a severe cold. At the conclusion of the drill, which, by the way, was very creditable, the entire command "fell in," and, headed by the regimental band and drum corps, proceeded to the residence of the colonel. Arriving there, the regiment formed in close column by division en masse, right in front, which formation was very well executed. All the officers having then formed in single rank at either side of the entrance to the colonel's house, the band, under the leadership of Professor Stigler, then took up its position and performed a few selections from the opera of "Norma." At its conclusion General Bendix made his appearance, and was received by Captain Bruer, the senior officer, who spoke substantially as follows:

GENERAL: The regiment which you command appear before you to-night, not for the purpose of drill, but to congratulate you as their worthy commander. I have been selected to perform the honorable duty of offering these congratulations, and it is with the greatest pride and enjoyment that I do so. We all know that you have been connected with the militia of this State for over one quarter of a century, and we also know that you are able to lead a body of men (if necessary) as well in as out of a fight. You have performed your duty with honor to yourself, in the service of the Federal Government, as well as that of this State, for which you have received a rank appropriate to your merits, and for that reason we have elected you to be our commander. We come perhaps late (circumstances would not permit our coming before), but rest assured we come with a good feeling toward you. Gentlemen of the Fifth, should we not feel proud of being commanded by such a gentleman? Should it not be our duty to endeavor to support him in all his undertakings, and especially when we know that he has the welfare of his regiment at heart? (Cries of "Yes.") In conclusion I now take the liberty to propose three hearty cheers for our worthy commander, Colonel and Brevet Brigadier-General John E. Bendix.

This last was responded to by the whole regiment, the band playing and the drum corps giving three ruffles. At the same time all the right and left guides, having been supplied with rockets and Roman candles, sent up a volley of fire. At the

right and left of the column two large red Bengal lights were lighted, which gave to the whole scene a beautiful effect. The command then broke into column of fours, and marched to Landmann's National Assembly Rooms, in Forty-fourth street, when a hollow square was formed, and Captain Allen, of General Burger's staff, in behalf of General Bendix (the latter being unable to speak loud), thanked the officers and men in appropriate remarks. As usual on such occasions, a fine collation ended the affair.

INAUGURATION OF A NEW ARMORY.—On Monday evening the new armory situated in the Sixteenth Ward of Brooklyn, E. D., or "Dutchtown" as it is better known, was inaugurated by a promenade concert and hop, given under the auspices of the Twenty-eighth Infantry, Colonel Joseph Burger commanding. This armory during its building has been known as the Twenty-eighth regiment armory, and no doubt will retain this name; but while it is called the armory of this regiment, it is likewise to be occupied conjointly by two regiments of infantry, also by batteries of artillery and several troops of cavalry. Monday night was decidedly a gala night for old "Dutchtown." The entrance to the armory was crowded to excess with the inhabitants of the region, who flocked from all quarters to view the proceedings from outside. At times the multitude was so great that access to the building was almost impossible. The armory is very substantially built, and has been constructed during the past year. The style of architecture is Romanesque, and the structure of Philadelphia brick with Nova Scotia stone trimmings, and the base is composed of granite. The following is the architectural description of the armory:

Its length on Bushwick avenue is 125 feet, and on Stagg street 100 feet. The tower, which rises at the corner above the main vestibule, forms a very striking feature in the building. It is 70 feet in height, and has at the top an open gallery surrounded by a balustrade, from which a very extensive view can be obtained. The main hall, to be used as a place of drill and a ball or reception room, is off the first floor, and is a very handsome apartment. It measures 92 feet by 64 feet on the floor, and is 31 feet in height. At a convenient elevation, it is surrounded by a gallery for musicians and spectators. Three large circular gas reflectors almost fill the slightly-vaulted roof, and shed a blaze of light below. Immediately under this room, and occupying the ground floor, is another of similar dimensions, 15 feet in height, with a floor of Scrimshaw composite pavement. This is intended for artillery and cavalry drill. On both floors and round the main apartments are grouped staff rooms, officers' bureaus, company rooms, etc. The basement is chiefly occupied by the apparatus for heating the building. A tunnel-like stone gallery 96 feet in length, situated here, will probably be used for shooting practice. A marble slab in the hall bears the following names of those associated with the erection of the building: Building committee, John L. Murphy, Marvin Cross, Wm. S. Cropsey; architects, Mundell & Teckritz; contractor, James Duffy; carpenter, B. Gallagher; stone-cutter, Wm. Parratt. The amount of the appropriation granted by the county to cover the price of ground, building, and furniture, is \$160,000, and the expenditure will almost exactly correspond with the sum.

The first or ground floor of the armory will be occupied by Independent Battery A, and several troops of cavalry; the second floor is occupied by the Twenty-eighth Infantry, and the third floor, in which are the company rooms off the gallery, surrounding the main drill room, by the Thirty-second Infantry. There are ten company rooms on every floor, also a board of officers' room. All of these are of fair size, say 25x20. The hallways have staircases of ample width, at either end, and the entrances to the drill room and gallery are through large open archways. On the evening of the inauguration the armory was tastefully and elaborately decorated, and filled with the friends of the new occupants. The promenade concert music was excellently rendered. Dancing followed the concert, and the gathering did not break up until morning. Among the military gentlemen present were Major-General Woodward and staff, Second division; Brigadier Generals Dakin and staff, Fifth brigade, Meserole and staff, Eleventh brigade, and Burger, Second brigade; Lieutenant-Colonel Briggs and Major Daniell, Thirtieth Infantry, and a large number of others. The guests were substantially entertained during the evening in one of the rooms of the armory, by the officers of the regiment; Colonel Burger, Lieutenant-Colonel Shepard, and Adjutant Schmidt offering kind attentions.

THE LATE NATIONAL GUARD DECISION OF JUDGE INGRAM.—In pursuance of a call previously issued, a number of the commandants of regiments and the presidents of the regimental courts-martial of the First and Second divisions, met at the armory of the Seventy-first regiment on the evening of the 24th ult. Lieutenant-Colonel Dunn was elected chairman, and stated that the meeting had been called for the purpose of obtaining the co-operation of the various regiments in taking some active measures to have the late decision of Judge Ingram reviewed on appeal. The chairman also explained to those in attendance how deeply the decision (viz.: "that a delinquent could not be legally incarcerated in jail for the non-payment of fines," etc.) affected the discipline and pecuniary interests of the First and Second divisions, as there was in the First division to-day \$12,000 which could not be collected, and which would have been collected but for this decision. The chairman further stated that many officers were under the erroneous impression that as the new militia law just passed gave full right to arrest, etc., they could hold delinquents under it; but they are mistaken, that would be "ex post facto." None are amenable under the last law for delinquencies prior to the 19th inst., the time when it became a law by the Governor's signature. After these remarks the following resolutions were read and unanimously adopted:

Whereas, A certain decision having been rendered in the

Supreme Court by his Honor Judge Ingraham, by which the presidents of the regimental courts-martial are rendered powerless to incarcerate in jail delinquent members of the National Guard; and

Whereas, We are very desirous of having the decision reviewed on appeal, as it affects greatly the discipline of our organizations; therefore, be it

Resolved, That we, the officers present, hereby pledge ourselves to pay our *pro rata* share of expenses of a suit to be commenced for that purpose.

BATTALION INFANTRY, THIRTY-SECOND REGIMENT.—This command on Thursday last, at 8 o'clock P. M., took up its headquarters at the new armory, corner of Bushwick Boulevard and Stagg street, Brooklyn. Headquarters orderly night will occur every Saturday evening from 8 to 9 o'clock, when all regimental business will be attended to, and the members of the staff will be present. This command will assemble in fatigue dress (white gloves) for drill and instruction, at the armory, on Tuesday, April 5, 12, 19, and 26—all at 8 o'clock P. M. These drills being for instruction only, no spectators will be admitted, except at the last drill. The following changes are announced: Promotions—Second Lieutenant George Ross to be first lieutenant Company A, vice Hildebrand, resigned—rank from November 4, 1869; Sergeant Celestin Simon to be second lieutenant Company A, vice Ross, promoted—rank from November 4, 1869; Ernst Niebergall to be quartermaster-sergeant Company B, original vacancy—rank from December 19, 1869; Sergeant Emil Charles Walter to be first sergeant Company B, vice Fiedler—rank from November 25, 1869; Corporal John Bonitsch to be sergeant Company B, vice Walter, promoted—rank from November 25, 1869; Private Philipp Scheu to be corporal Company B, vice Bonitsch, promoted—rank December 29, 1869; Private Conrad Storek to be corporal Company B, vice Buhrmann, reduced—rank from December 9, 1869; Corporal Edw. Schlesier to be sergeant Company A, vice Simon, promoted—rank from February 10, 1870; Private Wm. Brust to be corporal Company A, vice Schlesier, promoted—rank from February 10, 1870; Andr. Schuhmann, to be corporal Company A—rank from February 10, 1870.

Commission revoked—Captain Henry Koerner, Company C, by order of Commander-in-Chief, General Orders No. 1, current series, General Headquarters, Albany.

Reduced to the ranks for neglect of duty and non-attendance of non-commissioned officers' drills: Company A, Corporal and Color-Bearer L. Meyer, Corporal Sultan; Company B, Corporals Jaeger, Knieling, and Loeffler; Company C, Sergeant Weichner; Company D, Quartermaster-Sergeant Frank Dahlbender; Drum-Major P. Behlen, for gross neglect of duty, and assigned to Company A, as drummer.

Commandants of companies are directed to cause these vacancies to be filled as soon as practicable. Blank election returns can be had by applying to headquarters. Major Roehr, the commandant, announces that, in order to establish a more thorough supervision and control of the attendance of members at their company drills, a book with blank forms of reports has been prepared, and will be laid up at the armory, in which each captain or commanding officer at a company drill will enter at the time such drill takes place a minute and correct report of those present and absent, together with the names of men joined or lost since last drill, and the names of absent members; this report to be signed by him and the senior non-commissioned officer present. Commanding officers of companies will see that after occupying quarters in the new armory, a list of members of their company will be kept posted in their company rooms, showing also their residences and business.

FORTY-SEVENTH INFANTRY.—As briefly announced in our last issue, a committee and a delegation of the officers of this regiment visited New Haven, Conn., last week for the purpose of presenting to the officers of the Connecticut National Guard and the State and municipal authorities an elegantly engrossed and handsomely framed testimonial letter in part acknowledgment for the generous courtesies extended to a battalion of this regiment which visited the "City of Elms" last summer. The committee consisted of Major A. H. Rogers, Captains Lamb and Orton, and Lieutenants Brower and Watkins. On arrival at New Haven they were received and escorted to the Tontine Hotel, where an hour or so was pleasantly passed, and at 8 P. M. the Forty-seventh delegation, and the officers of the several companies of the Second Connecticut, together with a large number of invited guests, assembled at the armory of the "Blues," where the formal presentation was made by Major Rogers, in an appropriate speech. After the presentation, wine began to flow freely, and speeches were made by Adjutant-General Merwin, Captain Lamb, Lieutenants Hays, Brower, and Watkins; Captain Hendricks, of the "Grays;" Captain Keefe, of the "Saratoga Guards;" Mr. Henry G. Lewis, and a host of others. At 10 o'clock, by invitation of the "Grays," the Forty-seventh delegates were entertained at their armory; after which they were escorted, headed by Felsburg's band, by the members of the Second to the boat, in which they departed for home at about 11:30 P. M., amid the loud cheers of their friends, the visit having been most pleasant.

NINTH INFANTRY.—This regiment has done wisely in electing for its colonel an officer of high character and long experience in the National Guard. Of the two candidates—Lieutenant-Colonel Charles R. Braine and Mr. James Fisk, Jr.—no one who regarded simply the military welfare of the regiment could hesitate for a moment in fixing upon the former as the proper successor of General Wilcox. We are glad therefore to record that of the 19 votes cast at the election on

Tuesday evening, Lieutenant-Colonel Braine received 10 and Mr. Fisk 9. The election excited remarkable interest because of the notoriety given by the newspapers to the candidacy of Mr. Fisk, and the armory was crowded with members of the regiment anxious to get the result. The election for colonel over, the vacant place of lieutenant-colonel was filled by the nearly unanimous election of Major Seward, and the place of major by that of Captain James H. Hitchcock. Mr. Fisk took the result philosophically and with his usual good nature, and invited the officers to a supper, at which he made everybody satisfied with him as a host, even if some doubted his fitness for colonel of the Ninth.

SEVENTH INFANTRY.—The last of the series of promenade concerts given by "Grafulla's Seventh Regiment National Guard Band" was held at the regimental armory on Saturday evening last. It was of course largely attended. The drum corps, under Drum Major Smith, gave evidence of thorough proficiency.

On Monday evening the right wing of the regiment assembled at the armory for battalion drill. As at the former drills, the spare space of the building allotted to spectators was well filled. A large number of ladies were present. Many old members of the Seventh were also among the spectators, and, although in some instances holding positions in the service of the National Guard, still devoted to their old love. A large representation from other organizations, particularly of officers, carefully watched the evening's exercises. The drill throughout was fully up to the former efforts of this wing, and the applause frequently given by the spectators well deserved. The few errors were almost trivial, the whole drill presenting a fine illustration of what constant and careful training of intelligent men can effect. Colonel Clark was in command, Lieutenant-Colonel Haws and Adjutant Fitzgerald, as usual, being in attendance. The battalion, as at the former drill, was divided into ten commands of ten files front, and the drill consisted of the manual, marching in column of fours, loadings and firings, and a portion of the school of the battalion, such as formation and reduction of square, breaking from the right to march to the left, and from left to right, etc. All of these movements were very perfect in their execution; the loadings and firings especially fine. Major-General Shaler, also General Abram Duryea, ex-Captain Shumway, the former commandant of the Eighth company, were among the spectators, and were well received by the members at the "rests." At the last drill of this wing, at the formation of the square, we inferred that the second lieutenant commanding the second company in line, remained in his original position instead of falling to the rear. Our attention being called to the matter, and a reference to Upton's Tactics, we observe that paragraphs 1,373 and 1,375 decide that our criticism was erroneous, in accordance therewith; but had the square commenced firing this officer would have taken his position in the rear of the centre of his company, but in this instance the firings were not executed. On the other hand, common sense asks why the junior officers of the first and fourth fronts of the square should remain in the front rank, while the other officers of the battalion take their positions in the rear of their respective companies? But nevertheless, Upton is the guide, and must be adhered to in this and all other cases.

REGIMENTAL INSURANCE ASSOCIATIONS.—A few years ago the question of the propriety of regimental life insurance associations was agitated in many of the organizations of the National Guard, and some adopted the idea. It offered a cheap and easy method of providing for those members whose families at their death would otherwise be rendered comparatively destitute. Of the associations formed at that time we have heard but little, and fear the majority have since died out by reason of improper management, or lack of interest in them. Among the first, if not the first, to inaugurate this plan was the veteran Fifth Infantry of the First division, and this regiment has well sustained its insurance association, and made it a conspicuous success. Its president, Captain L. G. Theo. Bruer, the commandant of Company F, has annually rendered a detailed report of the management and working, the report being in the form of a circular, printed entirely in German. The plan adopted for creating the fund is as follows: At the death of a member the sum of one dollar is collected from those who have attached themselves to the association (every member of the regiment not necessarily being a member of the association), and this total, after deducting 5 per cent. to defray the necessary expenses of printing, stationery, etc., is handed over to the family of the deceased member. Three members from each company and the board of officers are annually elected, and constitute what is termed a Board of Delegates for the Association. These delegates collect from the respective members of the companies the above named amount, and meet ten days after the death of a member to provide for the next loss that may take place in the association. Upon notification of the death of a member, each man is required to pay to his delegate the amount due, and if the payment is delayed ten days he then loses the benefit of the association for the period of three months, so that if he should die in the mean time his family loses the insurance.

This non-payment likewise incurs the penalty of having this member examined by a surgeon before he is again admitted, and then if found an unfit subject, he is rejected entirely, but if found healthy and sound, he is again admitted upon payment of the first amount, which sum forms a reserve fund, which is used only for unforeseen emergencies. The delegates

have three separate funds at their disposal, the insurance, reserve, and another fund to defray the necessary expenses accruing. As each member is allowed two dollars ahead in his payments, very little delay is experienced in securing the insurance to the family of a deceased member. The following are the amounts received by the association during the past three years, or since its organization: 1867, \$1,658; 1868, \$1,400; 1869, \$668. Interest on these amounts, \$32—making a total of \$3,758.

The expenditures during this period have been as follows: Insurance paid to families of deceased members, \$3,172 65; books, stationery, etc., \$119 44; reserve fund \$96; balance to defray expenses, \$63 66; on hand for next loss, \$306 85. It will be observed that the receipts each year have fallen off, but this is no argument against the method of providing for the families of the members, and the members should not lose their interest in the association, which is a most excellent feature of the regiment. We learn also from the report that out of 19 deaths which have occurred since the organization of this association, only 9 were insured. Of these 19 deaths, ten were between the ages of 23 and 32, four between 32 and 40, and five between 40 and 50. Four of the deceased were single, and fifteen married, six of whom left large families. The average amount paid to each family of the insured was \$330 60. In the year 1867 the regiment lost by death six members; in 1868, eight; and in 1869, five. Captain Bruer, the President of the association, deserves much credit for the competent manner in which he has performed his duties.

VARIOUS ITEMS.

The ignorance prevalent among civilians as to the insignia of rank was funnily illustrated recently at a ball given by one of the prominent organizations of the First division. The colonel of the regiment, though an energetic officer, naturally did not have so much to do in the way of active direction on this occasion as some other officers of less rank, and especially a certain jovial staff officer who is always conspicuously useful at the regimental entertainments. During the height of the ball a political friend of the colonel met him in the lobby, and, after saluting him cordially, asked him if he had been into the "committee room." "Certainly," responded the surprised colonel. "But," says the politician, "come in again," and they went. "Bring a bottle of wine," demanded the citizen of the dusky waiter. Sambo gave the colonel a look of interrogation, received the nod, and the wine soon flowed; whereupon says the influential politician: "Judge, this is a fine affair. By the way, what is your rank?" "Why, colonel, of course." "But what regiment do you command?" "Why, the —" (naming the regiment which gave the ball). "But who commands this regiment?" "I have the honor," replied the colonel to the surprised politician; who thereupon replied, "Why, I thought Billy — commanded this regiment," naming the staff officer and the prominent worker for the entertainment. It is a coincidence that the First Cavalry of the First division of Pennsylvania National Guard has been and is now suffering from trouble in the field of the regiment, similar to that recently settled in the First Cavalry of the First division of New York. A cotemporary states that the recent inspection of the former regiment held at Philadelphia was the "greatest military farce ever witnessed," and that "the officers did not seem to understand the necessary movements, and the men were equally as ignorant of the mode of execution," and that "the inspecting officer was only too glad to hurry through the form, and relieve himself of his embarrassing position." The report further says that out of "some 550 men represented to be uniformed" only 205 officers and men were inspected. With all its trouble, the New York First Cavalry can certainly make a better exhibition than this. Mr. Mortimer Mackenzie, the late adjutant of the First Infantry, and a member of the Seventh, was recently married. We learn that the Seventh Infantry, having grown tired of waiting through two sessions for the passage of its bill for a regimental armory on Reservoir square, thinks seriously of building an armory at its own expense. The Seventh will be able to undertake such a venture without much assistance. On the evening of the 8th inst. the Fifth company of the Seventh Infantry, Captain S. Oscar Rider commanding, will formally unveil the full-length portrait of ex-Captain Van Buren Dutton, the former and deceased commandant of this company. The unveiling will occur at 9 o'clock, in the presence of the active and honorary members of the company. On Monday evening last it was intimated that a portion of the First division would likely be brought into the political arena, on account of the strife between the two factions of the Democratic party for mastery of Tammany Hall, but the police force present prevented any disturbance—if disturbance there was likely to be, which we very much doubt.

GENERAL HEADQUARTERS STATE OF NEW YORK, }
ADJUTANT-GENERAL'S OFFICE, ALBANY, March 25, 1870. }

General Orders No. 8.

So much of paragraph 1 of General Orders No. 24, series of 1863, which provides that, "except in the city and county of New York and the county of Kings, regimental districts shall conform to the Assembly districts," is hereby rescinded so far as it applies to the county of Oswego; and, hereafter, said county of Oswego will constitute one regimental district.

By order of the Commander-in-Chief.

FRANKLIN TOWNSEND, Adjutant-General.
Official: ALFRED H. TAYLOR, Major and Chief Clerk.



NEW YORK ARCADE RAILWAY—REPORT OF BOARD OF ENGINEERS, WITH SECTIONAL VIEW OF THE ROAD.

The undersigned have been requested to consider the question of a sub-way under Broadway, in the city of New York, with the view of relieving that street from its present interruptions, and of affording a more convenient and speedy transit for passengers and for merchandise, without injury to the property upon the line of the street, or diversion of the established classes of business thereon.

The New York Arcade Railway Company have laid before us their plans for accomplishing these purposes, and we have had under consideration other plans, which have, from time to time, been proposed for the same objects.

It is apparent that what is demanded is:

1. To convey passengers between that portion of the city which is devoted to business and that occupied by residences with speed, comfort, and convenience;
2. To convey merchandise along the main channels of distribution with despatch, cheapness, and convenience;
3. To accommodate the existing business along this avenue, and preserve the street to its original purpose; and
4. To secure the above-mentioned objects with the least possible temporary obstruction of the travel and trade passing through the street, and the business now transacted thereon.

This street is now used for the transportation of what may be termed local and through passengers and merchandise. That which requires the slowest movement controls the speed of that which demands the fastest transit. The transportation of merchandise now so completely gorges not only the main artery, but also the crossing streets, as frequently to render all progress, for a time, impracticable. Hence, a plan which will systematize the travel will, of itself, afford a certain degree of relief; and one which not only accomplishes this object, but also duplicates Broadway, will much more than double its present capacity. A sub-way which will permit of a rapid movement for the through travel, and a slower but still rapid movement of the local travel, will not only accommodate these two classes of travel, but will remove from the upper surface of Broadway so large a number of vehicles as to leave it free for carriages moving rapidly, and carts moving slowly without impeding, as now, the progress of both. The object aimed at should be, not to turn travel from Broadway, but to accommodate it in its most accustomed and natural channel. Any plan which tends to such diversion is not only injurious to the property along Broadway, but also to the public, exactly in proportion to its success.

It is worth remembering that it now costs almost as much to convey freight from Thirtieth street, where it is left by steam, to the business portions of the city, as it does from Albany to New York; and to convey it across the city as it does to Liverpool. By this sub-way railway, the cost of movement along its route, connecting, as it will, with the steam railways entering New York, will be very nearly in proportion to its distance, and not, as now, by a change of conveyance, more than tenfold as expensive. The following, among other incidental advantages, will be obtained by means of this sub-way, namely:

A convenient vault for placing the water and gas pipes and the sewers, where they may be examined, repaired, or relaid, without disturbing any portion of the street or sub-way, or convenient use of any of the buildings. The surface of the upper street, no longer liable to be disturbed by breaking up the pavement to reach these pipes and sewers, will remain intact for years, and thus save large sums to the city, and render Broadway the most perfect carriage road in the world. The most valuable story in any of the buildings is the one level with the sidewalk. By this sub-way a story almost as valuable will be added to each building. This sub-way will be well lighted and well ventilated without any sacrifice to the upper street.

The general plan of construction we understand to be: The excavation of a sub-way street, with sidewalks for foot passengers, at a general level of twelve feet below the grade of the present sidewalks, and between these sidewalks a central roadway some three feet lower, in which are to be placed four railway tracks, the two middle ones designed for fast-moving trains by steam power, stopping at intervals of per-

haps a mile, and two exterior tracks designed for local or shorter travel and connecting with the fast trains; the upper street to be supported on columns and girders with arches between, and completed with a road-bed and pavement of the most approved construction. An area or space of six feet width, adjacent to the buildings, to be left for ventilation and light; and a portion of the sidewalks made of glass, increasing the light to the sub-way, so that it will in this respect be far better lighted than the basement stories now on the street. The existing vaults may be rebuilt under the lower sidewalks. The sewers to be carried through the space between the two middle tracks, and the water and gas pipes between the other tracks. The water and gas pipes may be suspended over the sidewalks, as in the sewers of Paris.

The motive power is assumed to be steam; and to avoid the exhalation of the gases of combustion, the locomotives may take their supplies of steam at certain localities where it will be generated in stationary boilers. For the same reason, the exhaust steam should not be discharged into the tunnel, but should be condensed in cold-water tanks attached to the locomotives. It is alleged that compressed air, of the same pressure as the steam, might with advantage be substituted for the latter, the exhaust of which into the tunnel would be unobjectionable. This kind of power has been successfully applied for many years at Mont Cenis and Hoosac tunnels; but further examination would be required before it should be determined upon as a substitute for steam power.

The plan of working, as arranged, contemplates no interruption to the travel along the street, nor to the accustomed occupancy of the buildings thereon. A series of parallel bridges are proposed to be used, which will allow a vehicle to stand opposite each building, and yet allow four other vehicles (two on each side of the street) to pass each other; similar bridges along the sidewalks, allowing the foot passengers to pass freely; these bridges to be elevated four feet above the level of the street, with sloping approaches at each end, to be removed at midnight, panel by panel, as the work progresses; side steps to each building giving access thereto. The surplus materials taken out of the street and the new materials required are all proposed to be removed through the completed sub-way, without using the street therefor.

The engineers of the company estimate that the average rate of progress of the work will be a lineal yard each day for each place of working. And to finish the whole road, or any section of the work, in two years, would require three places of working on each mile, and in that proportion for any other desired rate of progress. There are places where the presence of rock or water will not permit of a progress of a lineal yard per day; and in such cases more frequent working places must be provided. It is proposed to excavate the rock by quarrying and not by blasting. The foundations of all the buildings erected during the last twenty years are below the proposed level of the excavations. Where it becomes necessary to excavate below the foundations of any of the older buildings, it can be done without danger or injury, by the exercise of the same care as is now practised in extending the foundation of one building deeper than that of the adjacent ones. The method proposed for executing the work will prevent interruption to the supply of water and gas, and to the discharge of the sewage.

The new pipes and sewers will be placed in their proper positions in the sub-way, and the connections to be made, provided with shut-off cocks, with all the adjacent buildings. Meanwhile, the present system of pipes to be maintained, first by supporting them from the temporary bridge, and subsequently from the sub-way girders. As frequently as may be desired, temporary connections may be made with the existing pipes, and the water and gas turned from the old to the new system in less than an hour.

We have to some extent examined the details of construction, and are satisfied that they have generally been well designed to meet the necessities of the case. There will, no doubt, be found many modifications improving the plan and perhaps lessening the cost of the work. The engineers of the

company have laid before us their estimates for this, varying from \$1,600,000 to \$2,000,000 per mile. All of the important items of cost are of easy determination, and the highest of these sums would in general be sufficient to cover the cost. The most obvious difficulty in the construction of the road is in the crossing of Canal street. The method which most readily suggests itself is one which would greatly enhance the value of all the property affected; that is, to raise the grade of Broadway, Canal, and the adjacent streets. This plan, however, is not likely to be adopted, and the engineers of the company have proposed to carry the sub-way across Canal street by a water-tight iron caisson. A portion of the sewage which comes down from the east side of Broadway will require to be transported across Broadway; but much the largest portion may be intercepted and conveyed under the sub-way, where its bottom grade is sufficiently high to allow the underpassage of the sewer. The plans, as thus developed, seem to have been arranged to meet all the objections which would naturally occur in a careful examination of the project.

A resume of the foregoing statements, and discussion of the subject, shows that a sub-arcade railway will accomplish the objects desired, namely:

1. It provides a pleasant, rapid transit for through passengers between the lower and upper ends of the island, and a slower but still speedy movement for the local passengers.
2. It provides a cheap and convenient channel for the conveyance of freight between the termini of the steam railways and a large portion of the business houses in the city.
3. It classifies the travel and trade, and removes from the present street so many of its vehicles as to render it more useful and pleasant for carriages.
4. It furnishes an arcade avenue and promenade, convenient for pedestrians, in warm, cold, or stormy weather.
5. The sub-way will be well ventilated and lighted, so that its use will be pleasant and healthy.
6. It can be constructed without interruption either to the travel on the street or the convenient use of the buildings adjacent, without occupying the street for the hauling of the materials required, without endangering any of the structures along the street, and with arrangements for a better location of the water and gas pipes and sewers, and without any interruption of the present connections.
7. The route selected, namely, that along Broadway, is determined by the topography of the island.
8. It in no case occupies or injures any private property, but in nearly all cases greatly enhances the value of the property along its route.
9. There are no difficulties attending the construction of the work which cannot be overcome with engineering skill, and at a comparatively moderate cost.

Finally, it meets a necessity in the most complete and unobjectionable manner.

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CHARLES H. HASWELL.

New York, March, 1870.

The undersigned, having had submitted to them, for an opinion upon its merits, the project for the Arcade Under ground Railway, in Broadway, and having given the subject attentive consideration, coincide in the views presented in the report of the commission of civil engineers, composed of General George B. McClellan, W. J. McAlpine, Esq., and others, as regards the necessity for some such mode of communication for the purpose of affording relief to the overcrowded thoroughfares of New York, as to the practicability of the project proposed under an engineering point of view, and its efficiency when completed, and generally of the mode in which the project is to be carried out.

The undersigned have not, however, had the opportunity of investigating the estimate of cost, and do not, therefore, express any opinion thereon.

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